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AIR TRANSPORTATION

NOVEMBER • 1960 *The Air Magazine for The Modern Shipper* Vol. 37 No. 5

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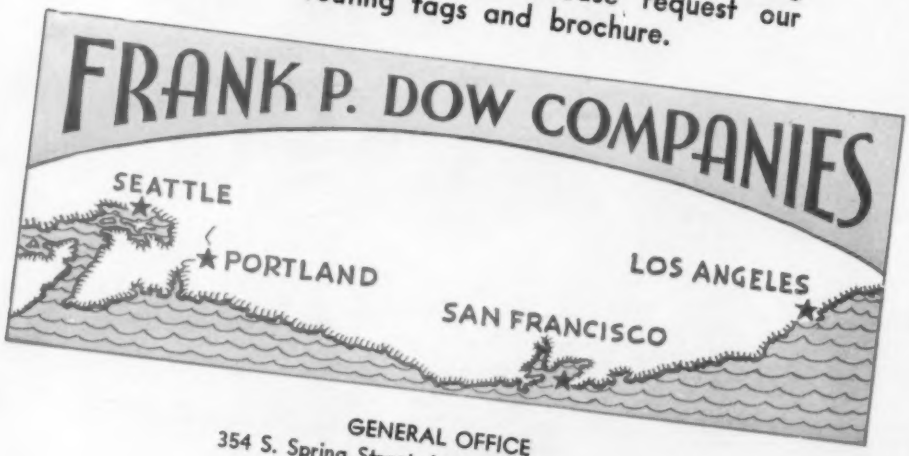

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AIR TRANSPORTATION

The World's First Air Cargo Magazine

Established October, 1942

BPA

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AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express and air parcel post. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargoplane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarding.

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From The Readers

I have just finished reading the September issue of *Air Transportation* and all I can say is "WOW." Really . . . you outdid yourself in this particular issue. I think it's one of the finest editions that you have ever published and believe me you have published some real good ones in the past. Since I have become a Midwesterner I have been keeping in close touch with the cargo picture and my New York friends through your publication, and you haven't let me down yet.

I found all three of your major articles of extreme interest. In particular *Broader Horizons for the Pacific Air Freight Market* held the greatest interest, as I have been dealing in this market for the past 10 years. That venerable "Confucius" Durante has often said, "Everybody wants to get into de act."

Certainly, Al Beck's *Is the Cart Before the Horse* raises a lot of good points and certainly is the type of article that should make the thinkers think and the non-thinkers at least pause to consider. I must agree with Al that "breakthrough" is certainly over-used; like the "virus" you hear of it all the time, but no one is quite certain when or where it's going to show up.

Following this article up with *Catalyst to the Coming Explosion—Pricing* was a masterpiece of planning. This is sort of like the coming election where both parties have the same goal, but, to quote both candidates, "it is the means with which we are going to reach thes goals that makes the difference."

Actually, all of us interested in the air cargo industry, whether it be domestic or international or combined, have a long way to go before the potential of air cargo is ever realized. Personally I believe that a greater understanding is necessary between the cargo agents, consolidators, carriers and cartage agents. We should all get together and work together for this achievement . . .

R. T. Holden
District Sales Manager
Japan Air Lines
Chicago, Ill.

* * *

I have found your magazine to be timely and informative.

Ralph E. Hook
Traffic Manager
Porter Cable Machine Co.
Syracuse, N. Y.

* * *

. . . Very informative magazine. Keep up the good work.

W. Nowicki
Sylvania Home Electronics Div.
Batavia, N. Y.

* * *

I find your magazine both informative and useful.

E. R. McDowell
Traffic Manager
Central Scientific Co.
Chicago, Ill.

We . . . ship air freight. Many cases find it cheaper, more convenient, faster than parcel post.

George E. Kaercher
Owner
George E. Kaercher Co.
Minneapolis, Minn.

* * *

. . . I especially enjoyed the articles by Mr. Beck and Mr. Lynott in the September issue. Their discussions were very pointed.

Herbert Langley
Miami, Florida

Mr. Langley is referring to Alvin B. Beck's article, Is the Cart Before the Horse? *and Frank B. Lynott's* Catalyst to the Coming Explosion: Pricing.—*Editor.*

* * *

. . . A very informative publication.

A. M. Smith
General Traffic Manager
Celanese Fibers Co.
Charlotte, N. C.

* * *

The magazine is very helpful.

S. E. McCord
Traffic Manager
Bemis Bros. Bag Co.
St. Louis, Mo.

* * *

. . . Interesting and informative.

M. J. Marchione
Dorf International, Inc.
Boston, Mass.

* * *

. . . I think Mr. Beck in his article made several comments worth thinking more about.

S. Rosenberg
New York, N. Y.

* * *

. . . A very interesting book.

R. A. Kennedy
Proprietor
B B Manufacturing Co.
Sioux City, Iowa

* * *

. . . Very informative.

Donald G. Ray
Traffic Supervisor
Bath Iron Works Corp.
Bath, Maine

* * *

. . . Enjoy reading. Plenty of good information.

F. R. Erickson
Director of Mail & Express
Northwest Orient Airlines
St. Paul, Minn.

* * *

. . . Informative.

John Zatowski
Traffic Manager
Hampden Brass & Aluminum Co.
Springfield, Mass.

* * *

I enjoy reading your fine magazine every month.

Jesse Gill
Traffic Manager
Clark Equipment Co.
Buchanan, Mich.

* * *

Your treatment of the League's survey . . . was very well done. It has resulted in a very readable article.

R. Eric Gracey
General Secretary
Canadian Industrial Traffic League
Toronto, Ont., Canada

This is The New Influential—The Traffic Manager, *which appeared in the October issue.—Editor*

SERVICES

DOMESTIC

AMERICAN

For the first time jet service was established last month between New York and Toronto, and between Los Angeles and Phoenix. American also was scheduled on October 30 to open jet runs on its New York-St. Louis and New York-Detroit routes.

NATIONAL

The airline has inaugurated a new flight (Flight 811 southbound; Flight 810 northbound) between New York and Charleston. Departing Newark Airport at 4:40 p.m. (EDT), daily, it arrives in Charleston at 7:05 p.m. (EST), after a brief stop at Philadelphia. Charleston departures are at 11 a.m. (EST), with arrivals at 3:40 p.m. (EDT).

RIDDLE

All-cargo service to Weir Cook Airport, Indianapolis, has been opened by Riddle Airlines. The first scheduled north-south all-cargo operation from Indianapolis, the service has been placed on a daily basis. At the same time it was announced that overnight runs from this point to key cities in the South and Puerto Rico have been made operational.

Kenneth Haehl, station manager at Indianapolis, said that shipments of up to 4,000 pounds can be airlifted without advance booking. Shipments above that weight should be preceded by a phone call (CHapel 1-8288).

TWA

The carrier recently introduced the first jet service between New York and Kansas City, Mo. Also, a second daily nonstop flight has been added to the New York-St. Louis schedule.

UNITED

Salt Lake City recently received its first jet service with Boeing 707-720s.

Last month, United inaugurated the first nonstop jet runs between New York and Denver. DC-8 equipment is operated on this route.

Jet services on the Chicago-New York route have been increased to eight daily nonstop eastbound trips, and seven daily westbound.

TRANSATLANTIC

AIR FRANCE

Starting November 1, the French air carrier will add a Boeing 707 flight to its New York-Paris schedule. Departure will be at 10 a.m. daily.

PAN AMERICAN

William G. Lipscomb recently announced the first scheduled all-cargo airfreighter service direct from the Midwest to points in Europe. Total capacity each week is approximately 64,000 pounds, based on twice weekly DC-7F operations from Chicago and Detroit. This supplements the daily jet passenger-cargo flights from the Windy City and six weekly from the Motor City.

The Wednesday airfreighter flight leaves Chicago at 6 p.m., Detroit at 8 p.m., New York at 3 a.m., and offloads at London, Frankfurt, Stuttgart, Munich, and Vienna. On Fridays the same schedule is followed through New York, then serves Boston before hopping to London, Amsterdam, and Frankfurt.

(*Concluded on Page* 137)

AIR COMMERCE
DOMESTIC . . . INTERNATIONAL AIR CARGO
VOL. 37 NOVEMBER, 1960 No. 5

AEIC Sets New Pace For Industry with Charters

Air Express International Corp., which is moving into its 25th year of continuous operation, has become the first air freight forwarder to charter aircraft for consolidated shipments.

Following more than a year's study and planning, AEIC recently gave the green light to its first charter consolidation. Since that time more than a dozen planeloads have moved from New York International Airport to break-bulk points in Europe.

Alvin B. Beck, executive vice president, revealed that during the planning stage,

(*Concluded on Page* 136)

U.S. Shippers are Given Introduction to KLM DC-7F

KLM's top cargo figures were aboard the Dutch airline's first DC-7F airfreighter on a week-long tour of half a dozen United States cities. In addition to shippers and forwarders who participated in elaborate receptions, the general public was given the opportunity to inspect the 16-ton capacity cargoplane at airports in Los Angeles, San Francisco, Chicago, Philadelphia, and Washington, D. C. The entourage wound up in New York at a cocktail party attended by more than 500 shippers, forwarders and agents.

Heading the group making the coast-to-coast tour were Dirk J. M. Koek, system

Koek

Levenson

On freighter tour

manager of freight marketing, and Alvin E. Levenson, United States cargo manager.

Among those also participating in the city-to-city functions were George V. Lambert, United States sales manager; A. J. Rickard, United States cargo traffic manager; J. D. van Doorn, freight marketing, The Hague; Louis Lapidaire, United Kingdom freight manager; Michael van Heyningen, freight manager for Germany; Bram Mascle, freight manager for France; Max Schneider, freight manager for Switzer-

(*Concluded on Page* 6)

Expected IATA Action On North Atlantic Cargo Rates Deferred

The possibility of further reduced rates or a revised rate structure for North Atlantic cargo traffic has been postponed until a special conference of the International Air Transport Association, scheduled to begin January 23, 1961. All indications are that it will remain the high point of interest of shippers and forwarders on the busiest air route in the world.

Meeting at Cannes, France, airline cargo men pondered the rates question for weeks, but succeeded only in revalidating existing rate levels and agreeing to meet early next year to "discuss new approaches to cargo rating in order to encourage greater bulk traffic over the North Atlantic, European, and related routes." V. E. L. Dubourcq, senior vice president of KLM Royal Dutch Airlines and chairman of the IATA Traffic Conferences, said:

"The airlines unanimously recognize a need for bold and imaginative measures to fill the cargo holds of the new jet transports and the growing number of all-cargo aircraft in scheduled service. The industry is on the threshold of the great cargo breakthrough and we hope to give it a push."

Sir William P. Hildred, director general of IATA, in his report delivered at the 15th annual general meeting of IATA, held in Copenhagen, said:

"We want bulk and we must have bulk." (*October 1960 AT; Page 18.*)

New Rate Structure?

It is known that the United States air carriers favor scrapping most of the existing rate structure governing North Atlantic air shipments, and would replace it with a structure similar to the one which went into effect on the Central and North Pacific at the beginning of 1960 (*November 1959 AT; Page 7*). This eliminates all commodity rates, and is based on a series of weight breaks with progressively cheaper rates for all commodities alike as weight increases. Some cargo men are of the opinion it will go through; others maintain that, while it may eventually come, the present rating system will remain for a while.

The only definite actions taken at the parleys with regard to cargo were the reduction of a wide range of specific commodity rates on shipments moving between Canada and Europe, effective January 1, 1961, and new developmental special commodity rates "to encourage volume cargo between North American points and the Caribbean islands."

BOAC Freighters Enter North Atlantic Market

British Overseas Airways Corp. later this month will inaugurate its first North Atlantic all-cargo service with DC-7F freighters.

Supplementing its active cargo operation with pure jet, and piston-engine propjet, passenger-cargo aircraft, the converted

Koster

Greenway

Bulk cargo on their mind

DC-7Cs will offer international shippers, forwarders and agents some 32,000 pounds of capacity per flight. The new service will start on a twice weekly basis.

(*Concluded on Page* 136)

Scheduled Transpacific All-Cargo Runs by JAL

Japan Airlines has plunged into transpacific all-cargo operation with the introduction of two round trips per week, between Tokyo and San Francisco. According to Joseph W. Leonard, acting United States cargo manager, increased volume of traffic may increase the frequency of these flights.

Leonard

Freighters now

The Tokyo-based air carrier has started its new service with a pair of 15,000-capacity DC-6A freighters. Purchased seven years ago, they had been converted from DC-6A to DC-6B configuration for passen-

(*Concluded on Page* 6)

MIAMI

HANDLE WITH SWISSAIR CARE

. . . and 54 other cities are served by the global Swissair cargo network. Daily jet flights, plus all-cargo flights. Next-day delivery to all of Western Europe. Fast, frequent connections to Mid-East and Orient. Specify Swissair . . . everywhere! Swissair, 10 West 49th Street, New York, N.Y. Offices in principal cities.

Import-Export Analysis In Air Shippers Manual

The newly published 14th edition of the *Air Shippers Manual* includes among its features a comprehensive study of United States air imports and exports made by the Bureau of the Census for the month of March 1960.

The Government ceased compiling air cargo statistics of this type after 1947. It was at the request of a group of international air carriers, which underwrote the cost of the task, that the Bureau of the Census agreed to make a pilot study of international trade by air, limiting itself to an analysis of one month's traffic.

It is indicated in the study that United States air general imports last March totaled 8.5 million pounds, valued at $41.9 million. In March 1947, the last comparable month for which statistics are available, these imports amounted to 800,000 pounds, with value reaching $6.7 million. The value figures have not been adjusted for changes in price levels.

Air exports of domestic and foreign merchandise, excluding certain "special category commodities which for security reasons cannot be detailed, amounted to 12.7 million pounds, with a value of $38.6 million. The total of both types of shipments—general and special category—was 15.3 million pounds valued at $17.8 million. Comparable figures for total exports by air in March 1947 were 3.7 million pounds and $17.8 million.

Business executives who find these statistics helpful to them in their endeavors are urged to make their views known to the Bureau of the Census in Washington, D. C.

Bob Lord Heads New Firm

One of New York City's best-known air cargo sales personalities, Robert C. Lord, has organized his own firm, Miami Gateway Corporation. He holds the dual offices of president and treasurer.

Lord
Heads MGC

Headquartered at 30 Church Street in that city, MGC is acting as general traffic and sales agent for airlines which operate cargo services between Miami and points in Latin America.

Lord, who formerly served as New York district manager for ASA International Airlines, revealed that MGC already is representing SAM Airlines, Colombian air carrier. SAM's agency phone number in New York is REctor 2-9558. MGC's number is WOrth 4-2474.

JAL ALL-CARGO

(*Continued from Page* 5)

ger-cargo operation. Recently they were reconverted back to their original form and purpose.

Leonard pointed out that two more aircraft, the faster DC-7Cs, are being released by the acquisition of DC-8 jets for all-cargo conversion to DC-7Fs. The DC-7Fs, when delivered, will provide about double the capacity of the DC-6As.

Hood Addresses Puerto Rican Industrialists

Some 150 Puerto Rican manufacturers, guests of Riddle Airlines at the Caribe Hilton Hotel in San Juan, heard Charles L. Hood, vice president-marketing for the all-cargo air carrier, make a presentation on the subject of material flows.

Hood
Total costs

Hood discussed distribution costs and how they interact with other costs. He pointed out that the separate functions of manufacturing and distribution and their relationship to one another must be studied and coordinated if a true cost picture is to be developed. The Riddle executive's presentation was based on a paper edited by Professor Stanley H. Brewer of the University of Washington's Bureau of Business Research, *Rhochrematics—A Scientific Approach to the Management of Material Flows.*

Minimum Freight Rate Order Positions Stated

Statements of position on the 12-year-old minimum freight rate orders are being taken by various parts of the air freight industry. The Civil Aeronautics Board is investigating the advisability of modifying or revoking existing orders.

The airlines are giving evidence of increasing attack on the minimum rate order. American Airlines, which stated its position at presstime, declared that it is no longer necessary, and that it was holding back management's right to be competitive and bring closer the true air freight potential. AA would have the freedom to experiment with promotional rates.

The Air Freight Forwarders Association, national industry body, on the other hand, has taken no position on the issue. Louis P. Haffer, counsel, told the Board that "no informed conclusive answer can in fact be given until full operating cargo data

(*Concluded on Page* 136)

KLM DC-7F

(*Continued from Page* 5)

land; Henk Moleman, freight manager for Holland; Jan Janzen, freight manager for Italy; Hans Jongejan, cargo supervisor at Schiphol Airport; Peter Marcus, cargo supervisor at Idlewild Airport; Gerald Hatt, stations operations officer, Idlewild; William B. Nash, cargo sales engineer, New York; and Jim Todd, chief animal attendent, Schiphol.

Performed at each city was an original musical, headed by KLM's manager of international advertising and sales promotion, Louis den Hertog, and featuring a cast of four pretty Dutch girls (one of whom Toni Trompper, was billed as Cargo Queen) and a man.

The tour terminated on October 15. A day later, the DC-7F picked up 64 head of cattle at Hancock Field, Syracuse, New York, and took off on a 5,158-mile flight to Salonika, Greece. Valued at $14,700, the cattle ranged in weight from 175 pounds to 526 pounds per head.

AT Spotlight on . . .

John D. McPherson

President, Airborne Freight Corporation

"HE'S young, he's personable, he works hard, he thinks right, and he's got a sense of industry. John will go places."

These prophetic words, expressed to me over a decade ago by a competitor, hit the bullseye straight on the mark. John D. McPherson has emerged a major figure in the world air freight industry; and his company, Airborne Freight Corporation, enjoys levels of revenue and traffic which make it one of America's largest.

Growth was not easy, although its record of success was achieved in less than a decade-and-a-half. Behind it was the quiet stubborness of a dedicated man with an idea and a conviction—an unswerving singleness of purpose which intimates of McPherson have recognized to be characteristic of him.

Look at the well-groomed, well-tailored, urbane man today; it requires stretching the imagination to know that not too many years before the Second World War, as a boy, he lived on a ranch near San Diego.

"Didn't wear shoes till I was twelve. Best thing that can happen to a kid."

If McPherson still recalls with a fond smile his early life as a barefooted lad, feeling the warm earth between his toes or dashing over the dewed grass, he undoubtedly has gained from those formative years an appreciation of the hard basics which go into the making of a human being. His employees in every part of the country have perceived this quality in him and speak of it with admiration. Reserved in manner though he is, McPherson has a strong feeling of responsibility for those who work with and for him. The august title of president has not caused him to withdraw to the sterile chambers of an executive Olympus. His people—there are some 300 on his payroll—know he is approachable.

There are two categories of air freight forwarders extant: the surface forwarder who recognized the potentiality of air freight and added that service as a supplement to his firm's operations; and the man who at the outset staked his all in air freight, supplementing all other possible activities to that. McPherson belongs to the latter category.

What attracted him to air freight? As has been the case with so many executives in the field, nothing in his background and personal compulsions would cause him to consider air shipping as a worthwhile area of professional activity in which to stake out his claim. It was pure fortuity.

At Escondido High School, young McPherson earned letters in football, baseball, basketball, and track. His present physique betrays an earlier affinity with the shotput.

At the University of California he slid naturally into his familiar sports routine.

"But only for one year; I quit it cold," McPherson said. "I had a full school program and worked on a regular eight-hour-a-day job after classes." His eyes turned a little distant with reminiscence. "Rough. I'd never do *that* again."

The tough schedule may have shed a few pounds from him, but it had no effect on McPherson's thinking processes. His scholastic averages ushered him into the ranks of honor students. Soon he was a leader among them.

A major in business administration and accounting, he had visions of entering Law School after graduation. He earned his B. S. degree—then war intervened.

For McPherson it was the Navy, where he rose to the rank of lieutenant commander. War's end found him at Okinawa. It was at that time when the youthful officer was placed in charge of perishables for all the military services in the Western Hemisphere, based at the Oakland Naval Supply Center. This gave him his first taste of transportation. Did this strike a spark of interest in air freight? McPherson threw his head back and laughed.

"No, it wasn't that. Ninety-nine percent of all our traffic—probably more than that—was surface."

Separated from the Navy, he went on to the Veterans Administration, working as a training officer for handicapped veterans. He was attached to the University of California Medical School and Stanford Medical School.

(*Continued on Page* 132)

ALITALIA and RCA prove a point . . . The Pipeline

Years ago the Radio Corporation of America learned to rely on air distribution for a sizeable percentage of its international shipments. The intervening years have made RCA's International Division one of the most important users of international air freight. RCA products — hi-fis, radios, TVs, electronic tubes, electronic testing equipment, to name only a few among an almost endless list — stream through the long-distance aerial pipelines virtually every day. Frank M. Turano, Alitalia's cargo manager for the United States, points out in no uncertain terms that air freight is not a frill, not a promotional gimmick, but a potent dollars-saving tool in the hands of the knowledgeable shipper.

1. R. L. Hunter (right), traffic manager of RCA's International Division at Clark, N. J., discusses an up-and-coming shipment with E. A. Volpe, Alitalia cargo sales representative. Shortly afterward . . .

2. Hunter reviews export documentation for the shipment with a member of his traffic department. It must be in perfect order.

3. The product to be airfreighted to Rome is received at the International Division's warehouse. Shipment is processed there.

4. In contrast to other RCA products crated specially for surface movement abroad . . .

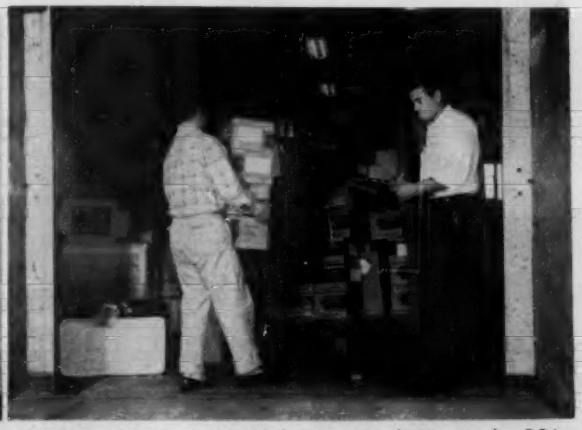
5. Air shipments require only lightweight containers, bringing economies to shipper.

6. With initial paperwork out of the way, all thought turns to delivery to airport.

From Supplier to Overseas Buyer Grows SHORTER and SHORTER

AN AIR TRANSPORTATION FOTOSTORY

7. The freight is released to an air freight forwarder, one of several whose services are utilized for separate destinations.



8. Unloaded again at New York International Airport, the RCA export consignment comes under the watchful eye of a checker.

9. The shipment will require the usual airwaybill . . .

10. Which is double-checked by an auditor.

11. While Customs clerk checks and verifies manifest, export declaration, licenses . . .

12. And another validates in the Export Control Section before departure time . . .

13. Alitalia's cargo supervisor (right) receives information from space control agent.

14. Soon the RCA units move into an Alitalia DC-8 jet and . . .

15. Streak towards Rome at nearly 600 miles per hour.

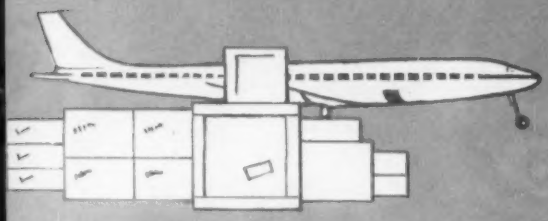
16. Seven hours and 35 minutes later—unloaded at Rome . . .

17. Segregated at Alitalia's warehouse . . .

18. Inspected by Italian Customs . . .

19. And turned over to the consignee's agent.

Air Shippers MANUAL



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AIRLINE CARGO DIRECTORY

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AFS—Air Freight Supervisor
ASNM—Agent & Station Mgr.
CA—Commercial Advisor
CCSM—City Cargo Sales Manager
CFA—City Freight Agent
CPA—City Passenger Agent
CM—Cargo Manager
CS—Cargo Supervisor
CSM—City Sales Manager
CSR—Cargo Sales Representative
CSS—Cargo Sales Supervisor
CST—Cargo Superintendent
CRCSM—Central Region Cargo Sales Manager
CSS—City Sales Supervisor
CTA—City Ticket Agent
CTM—City Traffic Manager
CTSM—City Traffic-Sales Mgr.
CTSR—City Traffic-Sales Representative
DCR—District Cargo Representative
DCSM—District Cargo Sales Manager
DFA—District Freight Agent
DM—District Manager
DS—Director of Sales
DSM—District Sales Manager
DSR—District Sales Representative
DTM—District Traffic Manager
DTSM—District Traffic-Sales Manager
ED—European Director
EDSM—Eastern District Sales Manager
ERCSM—Eastern Region Cargo Sales Manager
ETM—Eastern Traffic Manager
FA—Freight Agent
GA—General Agent
GTM—General Traffic Manager
LM—Liaison Manager
M—Manager
OM—Operations Manager
R—Representative
RCSM—Regional Cargo Sales Manager
RM—Regional Manager
RR—Resident Representative
RSCS—Regional Supervisor of Cargo Sales
RTR—Regional Traffic Representative
RTS—Representative of Traffic-Sales
S—Supervisor
SM—Sales Manager
SNM—Station Manager
SR—Sales Representative
SS—Sales Supervisor
SSM—Sales Service Manager
SRSR—Senior Sales Representative
SSR—Special Sales Representative
TA—Ticket Agent
TM—Traffic Manager
TR—Traffic Representative
TSM—Traffic-Sales Manager
VP—Vice President
WCR—West Coast Representative
WRCSM—Western Region Cargo Sales Manager

[1] U. S. domestic passenger-cargo air carrier.
[2] U. S. domestic all-cargo air carrier.
[3] U. S. international passenger-cargo air carrier.
[4] U. S. international all-cargo air carrier.
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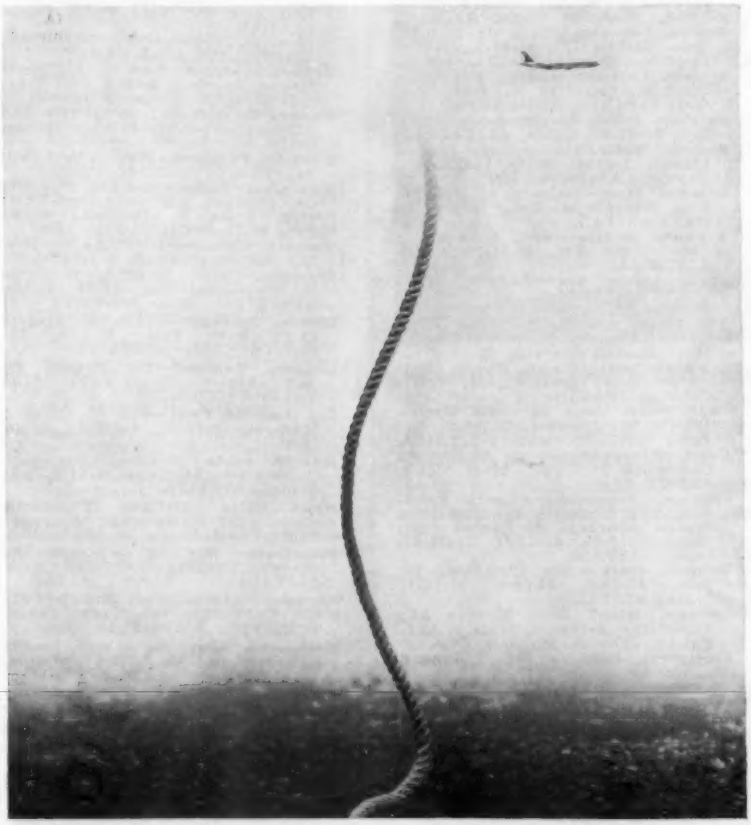

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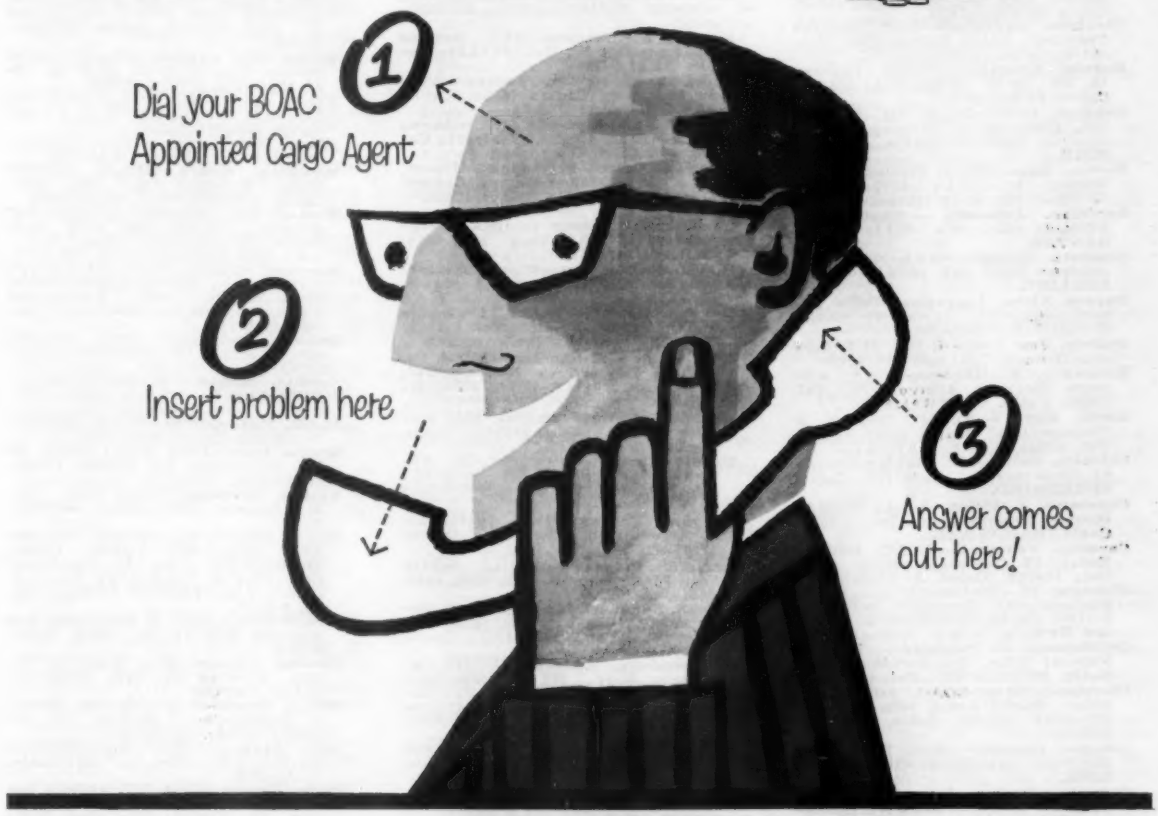

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Mobile, Ala.—Bates Field; GR 9-1401.
Montgomery, Ala. — Dannelly Field; CH 7-7361.
Montreal, P. Q., Canada—Dorval Airport; Melrose 1-3870.
Nashville, Tenn.—Nashville Municipal AL 5-7412.
New Haven, Conn.—Municipal Airport; Hobart 7-6311.
New Iberia, La.—Lafayette Municipal Airport; 4-6331.
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Orlando, Fla. — Municipal Airport; 4-4524.
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Pensacola, Fla.—Municipal Airport; HE 2-2314.
Philadelphia, Pa.—Philadelphia International Airport; SAratoga 9-2115.
Pittsburgh, Pa.—Greater Pittsburgh Airport; Spalding 1-3100.
Plattsburg, N. Y.—Plattsburg Airport; Plattsburg 1983.
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Providence, R. I.—Rhode Island State Airport; REgent 7-9616.
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Roanoke, Va. — Woodrum Field; 6-0351.
Rome, Ga.—Russell Field; 2-1521.
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St. Petersburg, Fla.—Pinellas Airport; HEmlock 5-2121.
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Savannah, Ga.—Travis Field; ADams 3-6651.
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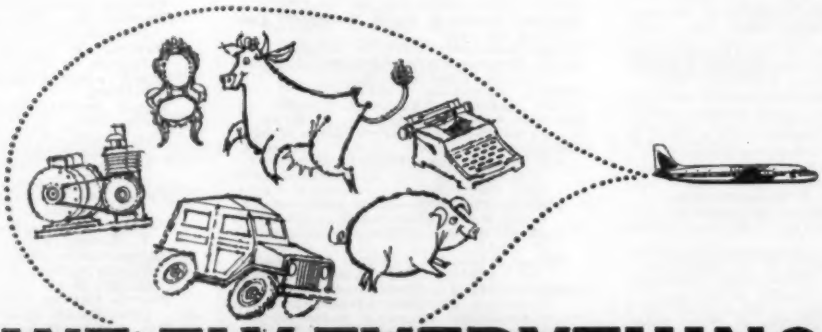

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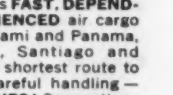

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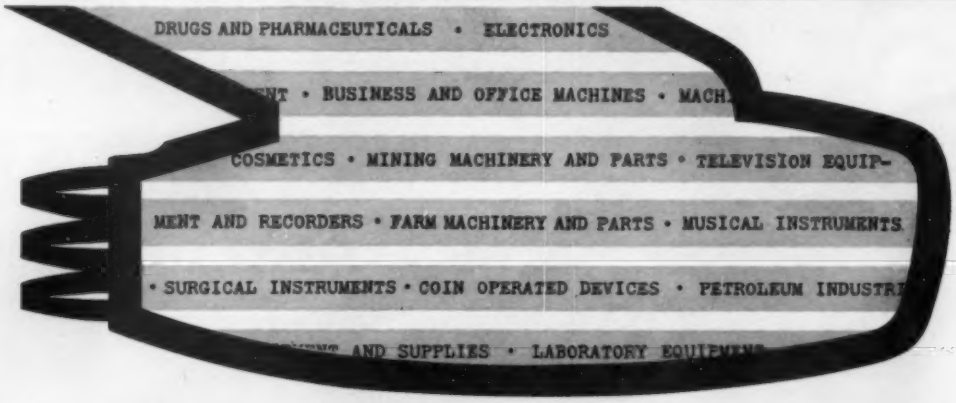

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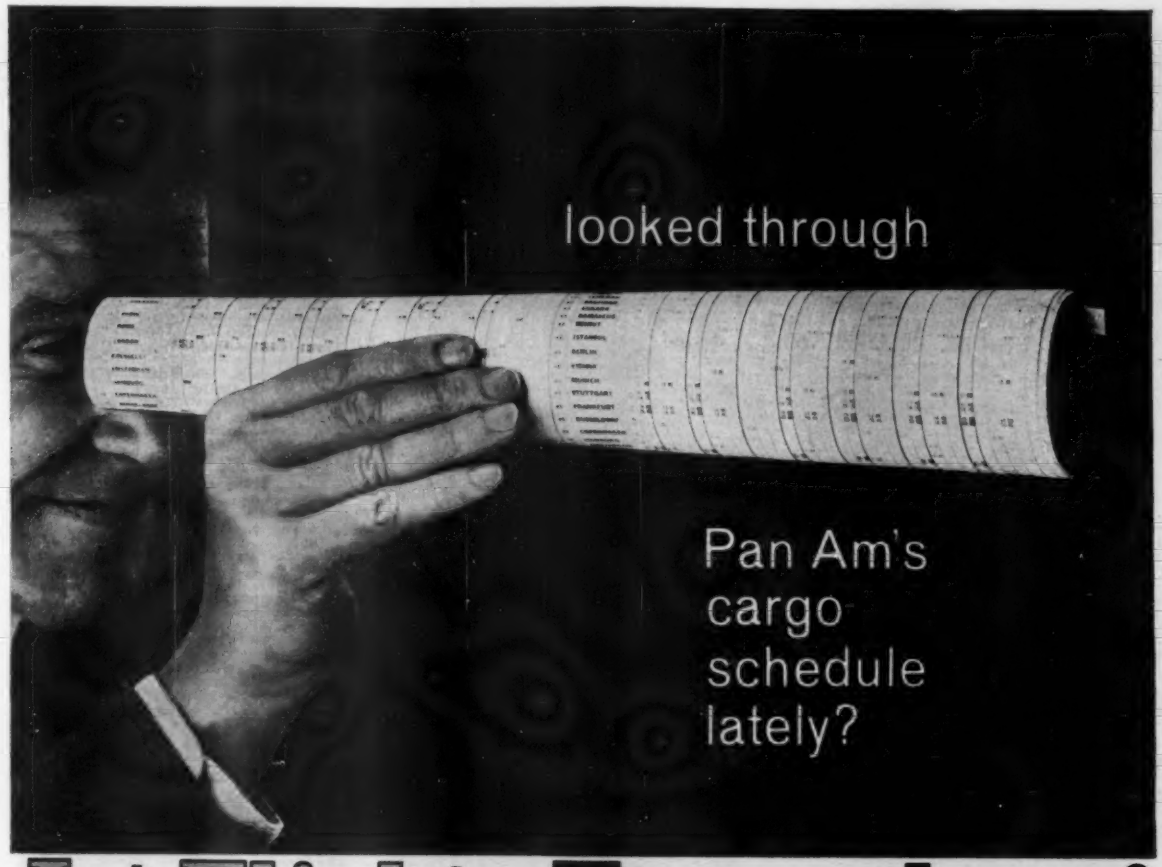

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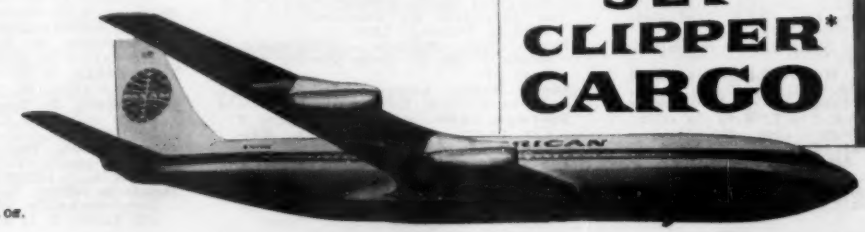

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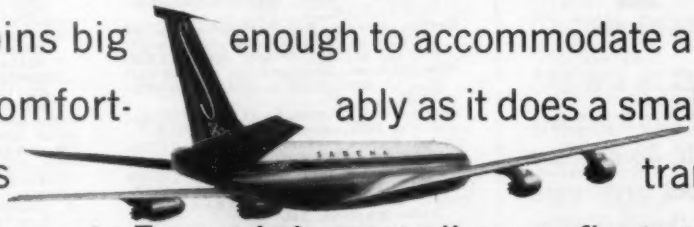

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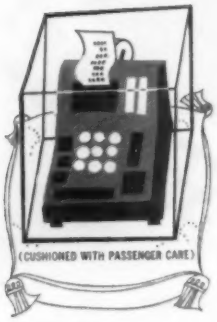

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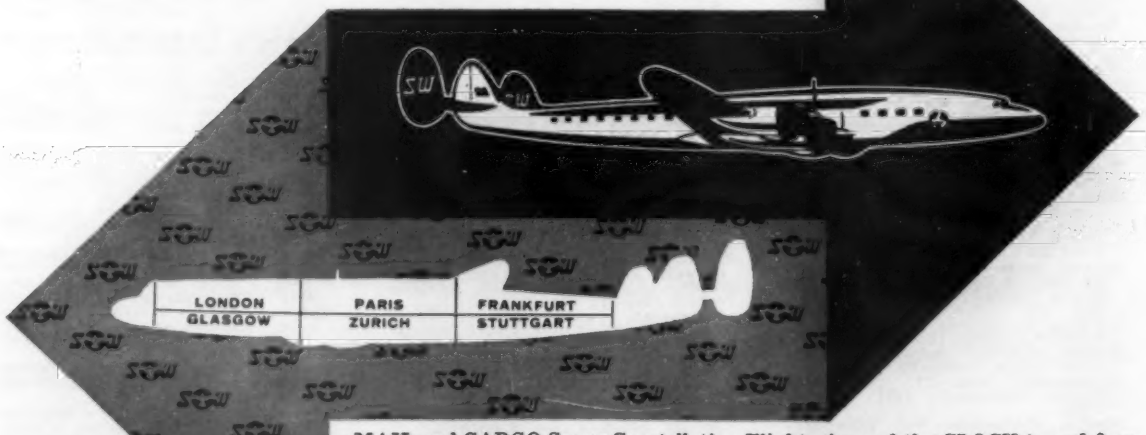

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DOMESTIC AIR PARCEL POST RATES

Zone	First pound over 8 ounces Cents	Additional pounds Cents
1, 2, and 3	60	48
4	65	50
5	70	56
6	75	64
7	75	72
8	80	80

Weight	Zones 1, 2 & 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces to—						
1 pound	$0.60	$0.65	$0.70	$0.75	$0.75	$0.80
2 pounds	1.08	1.15	1.26	1.39	1.47	1.60
3 pounds	1.56	1.65	1.82	2.03	2.19	2.40
4 pounds	2.04	2.15	2.38	2.67	2.91	3.20
5 pounds	2.52	2.65	2.94	3.31	3.63	4.00
6 pounds	3.00	3.15	3.50	3.95	4.35	4.80
7 pounds	3.48	3.65	4.06	4.59	5.07	5.60
8 pounds	3.96	4.15	4.62	5.23	5.79	6.40
9 pounds	4.44	4.65	5.18	5.87	6.51	7.20
10 pounds	4.92	5.15	5.74	6.51	7.23	8.00
11 pounds	5.40	5.65	6.30	7.15	7.95	8.80
12 pounds	5.88	6.15	6.86	7.79	8.67	9.60
13 pounds	6.36	6.65	7.42	8.43	9.39	10.40
14 pounds	6.84	7.15	7.98	9.07	10.11	11.20
15 pounds	7.32	7.65	8.54	9.71	10.83	12.00
16 pounds	7.80	8.15	9.10	10.35	11.55	12.80
17 pounds	8.28	8.65	9.66	10.99	12.27	13.60
18 pounds	8.76	9.15	10.22	11.63	12.99	14.40
19 pounds	9.24	9.65	10.78	12.27	13.71	15.20
20 pounds	9.72	10.15	11.34	12.91	14.43	16.00
21 pounds	10.20	10.65	11.90	13.55	15.15	16.80
22 pounds	10.68	11.15	12.46	14.19	15.87	17.60
23 pounds	11.16	11.65	13.02	14.83	16.59	18.40
24 pounds	11.64	12.15	13.58	15.47	17.31	19.20
25 pounds	12.12	12.65	14.14	16.11	18.03	20.00
26 pounds	12.60	13.15	14.70	16.75	18.75	20.80
27 pounds	13.08	13.65	15.26	17.39	19.47	21.60
28 pounds	13.56	14.15	15.82	18.03	20.19	22.40
29 pounds	14.04	14.65	16.38	18.67	20.91	23.20
30 pounds	14.52	15.15	16.94	19.31	21.63	24.00
31 pounds	15.00	15.65	17.50	19.95	22.35	24.80
32 pounds	15.48	16.15	18.06	20.59	23.07	25.60
33 pounds	15.96	16.65	18.62	21.23	23.79	26.40
34 pounds	16.44	17.15	19.18	21.87	24.51	27.20
35 pounds	16.92	17.65	19.74	22.51	25.23	28.00
36 pounds	17.40	18.15	20.30	23.15	25.95	28.80
37 pounds	17.88	18.65	20.86	23.79	26.67	29.60
38 pounds	18.36	19.15	21.42	24.43	27.39	30.40
39 pounds	18.84	19.65	21.98	25.07	28.11	31.20
40 pounds	19.32	20.15	22.54	25.71	28.83	32.00
41 pounds	19.80	20.65	23.10	26.35	29.55	32.80
42 pounds	20.28	21.15	23.66	26.99	30.27	33.60
43 pounds	20.76	21.65	24.22	27.63	30.99	34.40
44 pounds	21.24	22.15	24.78	28.27	31.71	35.20
45 pounds	21.72	22.65	25.34	28.91	32.43	36.00
46 pounds	22.20	23.15	25.90	29.55	33.15	36.80
47 pounds	22.68	23.65	26.46	30.19	33.87	37.60
48 pounds	23.16	24.15	27.02	30.83	34.59	38.40
49 pounds	23.64	24.65	27.58	31.47	35.31	39.20
50 pounds	24.12	25.15	28.14	32.11	36.03	40.00
51 pounds	24.60	25.65	28.70	32.75	36.75	40.80
52 pounds	25.08	26.15	29.26	33.39	37.47	41.60
53 pounds	25.56	26.65	29.82	34.03	38.19	42.40
54 pounds	26.04	27.15	30.38	34.67	38.91	43.20
55 pounds	26.52	27.65	30.94	35.31	39.63	44.00
56 pounds	27.00	28.15	31.50	35.95	40.35	44.80
57 pounds	27.48	28.65	32.06	36.59	41.07	45.60
58 pounds	27.96	29.15	32.62	37.23	41.79	46.40
59 pounds	28.44	29.65	33.18	37.87	42.51	47.20
60 pounds	28.92	30.15	33.74	38.51	43.23	48.00
61 pounds	29.40	30.65	34.30	39.15	43.95	48.80
62 pounds	29.88	31.15	34.86	39.79	44.67	49.60
63 pounds	30.36	31.65	35.42	40.43	45.39	50.40
64 pounds	30.84	32.15	35.98	41.07	46.11	51.20
65 pounds	31.32	32.65	36.54	41.71	46.83	52.00
66 pounds	31.80	33.15	37.10	42.35	47.55	52.80
67 pounds	32.28	33.65	37.66	42.99	48.27	53.60
68 pounds	32.76	34.15	38.22	43.63	48.99	54.40
69 pounds	33.24	34.65	38.78	44.27	49.71	55.20
70 pounds	33.72	35.15	39.34	44.91	50.43	56.00

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  (see advertisement)
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- ●▲Jet Air Freight
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Over 100 kgs.	$3.72	$3.50	$22.00 to $46.64
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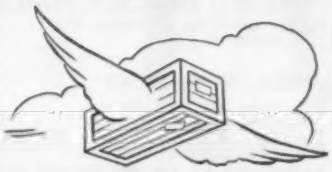

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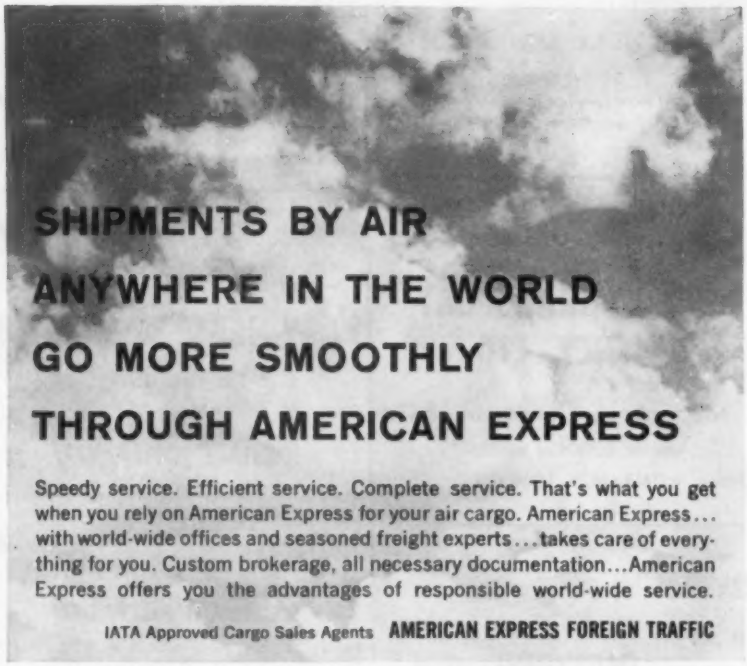

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970 W. Pershing Rd.
W. T. C. AIR FREIGHT
1003 W. Huron St.
(see advertisement)

CINCINNATI, OHIO
Inland Forwarding, Inc.
2nd & Smith Sts.
RAILWAY EXPRESS AGENCY, INC.
Findland & McLean Aves.
(see advertisement)

CLEVELAND, OHIO
Airborne Coordinators Div. of The A. W. Fenton Co.
Municipal Airport
▲*Fenton Co., Inc., The A. W.
Society for Savings Bldg.
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Public Square Bldg.
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SEAWAY FORWARDING CO.
834 Standard Bldg.
SU 1-7890
W. W. Zachman, President
L. R. Twitchell, Vice President
(see advertisement)

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North American Van Lines, Inc.
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(see advertisement)

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AIR EXPRESS INTERNATIONAL CORP.
Box 35233, Love Field
FLeetwood 7-5716/7
Col. Frank L. Holmes, Director of Government Traffic
T. A. Thompson, Operations Manager
Lester M. Barnes, Jr., Southwest General Import Manager
Cloud Lane Air Cargo
Administration Bldg., Love Field
North American Van Lines, Inc.
2460 Irving Blvd.
RAILWAY EXPRESS AGENCY, INC.
515 S. Houston St.
(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
Southern Railway Station
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RAILWAY EXPRESS AGENCY, INC.
426 Harrison St.
(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
6th & Ludlow Sts.
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▲Denver Delivery Service Co.
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North American Van Lines, Inc.
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RAILWAY EXPRESS AGENCY, INC.
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(see advertisement)

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ACME AIR CARGO, INC.
115 Twelfth Street
(see advertisement)
AIR EXPRESS INTERNATIONAL CORP.
Terminal Annex, Metropolitan Airport, Inkster, Mich.
CRestwood 8-2100
TWX: Romulus 692
John Pieran, Operations Manager
(see advertisement)

D. C. ANDREWS & CO., Inc.
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Gordon Disley, District Manager
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12811 Schaefer Rd.
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Bradley Field, Windsor Locks

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ELMONT, NEW YORK
▲John B. McCabe Agency, Inc.
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Allied Van Lines, Inc.
State Hwy. 157 & Pipeline Rd.

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RAILWAY EXPRESS AGENCY, INC.
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FAIRBANKS, ALASKA
Sig Wold Storage & Transfer
802 2nd Ave.

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(see advertisement)

FLINT, MICHIGAN
RAILWAY EXPRESS AGENCY, INC.
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FLORENCE, SOUTH CAROLINA
RAILWAY EXPRESS AGENCY, INC.
Railroad Depot
(see advertisement)

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CUSTOMS BROKERS & FORWARDERS ASSOCIATION OF AMERICA, INC.

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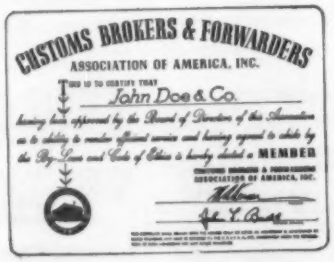

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North American Van Lines, Inc.
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(see advertisement)

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Cloud Lane Air Cargo
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POplar 1-7792
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Jack Leong, Vice President
(see advertisement)
Air-Flo Express
525 Halekuwila Street
Hawaiian Freight Forwarders, Ltd.
Merchandise Mart, Box 3113

HOUSTON, TEXAS
ACME AIR CARGO, INC.
711 McKee St.
(see advertisement)
AIR EXPRESS INTERNATIONAL CORP.
Box 12206, Int'l Airport
Mission 5-6654
TWX: HO-119
T. G. Hernandez, District Mgr.
(see advertisement)
(*Continued on Page 63*)

AIR EXPRESS INTERNATIONAL

1935-60

Quarter of a Century of Progress and Achievement

THE year was 1935.

It was the year nearly 22½ million Americans were on relief rolls, and Roosevelt asked Congress for a vast public works program.

It was the year the Social Security Act became law, and Huey Long met his end from an assassin's bullet.

It was the year Hitler turned his back on the Versailles Treaty, and Mussolini sent his troops into Ethiopia.

It was the year Howard Hughes smashed an international speed record, and the world-famous Douglas DC-3 airliner flew for the first time.

It was a year when the present was dark, and the future looked even gloomier.

It was the year Air Express International was born.

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Air Express International's entrance into the air freight business was inauspicious.

As a matter of fact, there was no air freight industry in existence.

Nor could you find more than half a handful of men in those days of economic depression who were mad enough to believe that Tennyson's prophecy of "heavens filled with commerce" and "pilots . . . dropping down with costly bales" would one day soon be fulfilled.

One of those wild visionaries was Chester M. Mayer.

And it was Chet Mayer who backed up his far-sightedness by setting up Air Express International Agency, a cubbyhole entity devoted to the customs clearance of airborne imports and forwarding of air exports—the small, infrequent, air-expressed parcels of a quarter-century ago.

For the record books this ranked as an air transportation "first" as well as a foreign trade "first".

But no one took much notice of it then. After all, AEIA's first year of activity grossed only $35,000.

There were plenty of people around who were more than willing to call the project "Mayer's folly".

Slowly, inexorably the black clouds of another world war were gathering over Europe.

It was not lost on Mayer that inevitably air transport must play a key role much sooner than most people realized.

The aims of AEIA expanded.

This was the day of the lumbering flying boat and the zeppelin.

AEIA was making use of both forms of air transportation, operating alone in a field no one else in America dared to touch.

Paucity of traffic did not shake Mayer's faith in what he now recognized as the *immediate* future.

In the fourth year of the struggling firm's existence, a shower of bombs signalized the opening of World War II.

Immediately the need for fast transport became acute.

"Mayer's folly" was on the spot to service the sudden diversion of many commodities to air movement.

And Air Express International traffic zoomed.

If war itself once more illustrated the destructive irrationality of man, it also demonstrated that some men's minds can be set to churn with constructive ideas about how to transform one of war's tools into a useful peacetime instrument.

In a hundred places, in a hundred ways, they asked themselves this question:

If the transport plane can fly the goods of war—howitzers, ammunition, K rations—over land, ocean, mountain, and desert, then what can stop it from flying the goods of peace—radios, refrigerators, adding machines?

The answer, of course, was: *Nothing can stop it.* And nothing did.

To prove the case, the Air Force's surplus C-46s, C-47s, and C-54s were snapped up by many of the airlines, and more especially by hundreds of returning GIs with burning ideas about making a million just by hauling toothpaste and nylons.

It was the story of World War I all over again. That war gave birth to the motor trucking industry; World War II sired the air freight industry.

The formative years of air freight were hectic, characterized by a sort of frenzied pioneering which more often than not disregarded the very basics of economics.

Very few of the airlines accorded air freight more than perfunctory attention. This permitted the mushrooming of the so-called GI airlines—the nonscheduled airlines—the nonskeds, as they came to be called.

These early years saw disastrous rate wars, CAB battles, sharp infighting for markets.

Most of the nonskeds, armed with more enthusiasm than money and/or transportation know-how, dropped by the wayside.

However, despite the catch-as-catch-can character of the early postwar years, despite the sad lack of professionalism in the air freight industry, the hard-bitten world of commerce and industry was forced to sit up and take a little notice of this brawling brat.

For by now a few industries—notably the drug and women's wear industries—had clasped air freight to their bosoms.

One also read in the papers about zoo animals and tens of thousands of baby chicks and giant marine screws moving long distances by air. Somehow all this meant something. Exactly what, very few knew.

In order to keep perspective locked in its proper frame, it should be noted that in the years just mentioned even the airlines had no *real* conception of the potent value of air freight to the shipper and consignee.

To be sure, there were some feeble and scat-

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tered promotional attempts to highlight the companion values of air freight: lower inventory, greater turnover, improved return on investment, etc.

But the air carriers were reluctant to place the same emphasis on their air freight services as they did on their passenger services. (In too many cases, air carriers virtually forgot or shunned the fact that a brilliant future was ahead for air freight.)

This resulted in a tendency of shippers to use air freight largely for "special rush" or emergency shipments, where cost was secondary to the urgent necessity of immediate delivery. It gave a wrong cast to the economics of air freight. In spite of this, the airlines of the world found themselves carrying more and more freight.

In fact, about two-thirds of this steadily expanding traffic came—and still comes—through the more knowledgeable indirect air carriers, the forwarding agents.

During this time—a shaking-down period which persisted until the middle 1950s—more powerful aircraft with greater cargo capacities were introduced on the global airways.

Air freight rates descended by gradual stages while surface rates ascended—an augury of the future.

Then at long last the principle of *total distribution cost* started catching hold. The patient salesmanship of a tiny group of air carriers, AEI included, brought forth some interesting results.

Through painstaking study and analysis, often requiring months of dedicated labor on just a single project, it was possible to determine for manufacturers the *true* cost of a delivered item. *Total distribution cost,* it was shown, included not only the transportation rate from plant to customer, but also additional cost factors such as packaging, warehousing, insurance, bank interest, etc.

In a growing number of instances, it was successfully demonstrated that by revising the old distribution concept to conform with the requirements of air movement, a company could save large sums of money.

Before the world could fully realize it, the Jet Age in commercial transportation was upon it. Overnight the international business community found itself mouthing terms like pure jet and propjet, and being dazzled by new prospects in foreign markets and effective distribution to those places.

The Boeing 707, the Douglas DC-8, the de Havilland *Comet,* the Sud *Caravelle,* the Convair 880, the Vikers *Viscount,* the Bristol *Britannia* had become familiar names to shippers. And they asked questions about the Lockheed Hercules and Canadair CL-44, and what were the chances for a pure jet all-cargo aircraft?

This new surge of interest had a heartening effect on those whose fortunes were staked on the success of the air cargo industry, for it coincided with a definite trend by many of the domestic and international airlines to increase their all-cargo capacities.

Which brings us to these two key questions:

Where are we today? Where are we going tomorrow?

There appears to be little reason to doubt that air cargo, for the first time in history, is on the threshold of an immense surge which will project it into the role of an important, and eventually the *major* revenue-earner for the airlines.

The reasons are several-fold, and not necessarily listed in the order of their importance:

1. Shipper-awareness of air cargo's built-in profit-making advantages is snowballing.
2. The airlines, as a whole, have finally "discovered" air cargo and are giving it status commensurate with its now universally conceded potential.
3. The trend is towards lower rates, and inducements to attract volume shippers are being continued.
4. There is a steadily increasing availability of cargo space, brought about by the (1) conversion of large passenger aircraft to airfreighter configuration, (2) much greater cargo capacity of the new passenger jets, and (3) tremendously accelerated frequency of schedules.
5. The heralded promise of new all-cargo transports, due to be delivered within the next year or two, reputedly will combine unprecedented capacity with speed, low operational cost, and simplified cargo-handling features.
6. Permanent CAB status has been won by the air freight forwarder, and regulations governing his operations have been considerably liberalized. Paced by AEI, which once again established an industry "first," the air freight forwarder suddenly has become an aircraft charterer as well—an important step towards lower rates for international shippers.

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7. Manufacturers finding themselves bested by competitors who have streamlined their distribution methods in order to provide more prompt services at lower total cost, will be forced to drop their outmoded procedures and turn to air cargo.

There have been numerous attempts to interpret the future in terms of freight airlifted and ton-miles of freight flown.

Recent prognostications have forecast up to 10 billion ton-miles a year by 1965.

Whether this figure turns out in 1965 to be unduly optimistic or abysmally conservative is less important than the fact that today the world of air transportation is looking for air cargo to achieve a smashing breakthrough.

There is widespread confidence that it will do so before the present decade is half over; that heavy inroads into surface traffic will have been made by the time the decade ends.

In short, we have just entered into a dazzling period of transportation revolution which will have a profound impact on domestic and international commerce.

This is the decade of changing concepts, of changing values, of changing methods.

You can feel it—change is in the air.

Time and time again history has proved that change is not an easy process; that it is a basic human trait to resist change even when it is demonstrably superior.

When in the early 19th Century George Stephenson invented the steam locomotive to run on track, there were qualified experts who regarded its development as absurd, unhealthy, and an outlandishly expensive plaything.

Suffice to say that air cargo has had among the experts its fair share of prophets of gloom.

Now change is in the wind, prodded by the dynamism of a shrinking world and the businessman's interest in how best to utilize it for his own needs.

Like a wheel which has just started laboriously to turn, the new change will be slow at first, picking up speed as it goes along, until it fairly hums with activity.

And with this Time of Change, which already is upon us, a greater weight of responsibility falls on those whose profession is that of moving cargoes by air from one point to another.

For on them rests the burden of coordinating the varying speeds of production and distribution, while staying one stride ahead of progress today in order to prepare for more changes tomorrow.

Tomorrow?

Tomorrow is the day of the supersonic air transport.

Tomorrow is the day of the incredibly fast rocket airfreighter.

Tomorrow is the day when overseas air freight distribution is measured in terms of minutes instead of hours.

Tomorrow is the day when world trade is geared to the pushbutton, and velocity is its handmaiden.

Tomorrow is full maturity.

And Tomorrow is what AEI carefully prepares for Today.

AEI

AIR EXPRESS INTERNATIONAL

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(*Continued from Page* 59)
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M & M Bldg.
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(see advertisement)
Dixie Forwarding Co., Inc.
Fidelity Bank & Trust Bldg.
Harle Forwarding Co., J. P.
1220 Texas Ave.
Houston Freight Forwarding Agents
P. O. Box 60278, Houston International Airport, Air Cargo Terminal Bldg.
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(see advertisement)
Loretz & Co.
Scanlan Bldg.
RAILWAY EXPRESS AGENCY, INC.
820 Washington Ave.
(see advertisement)
Republic Interocean Corp.
400 Hamilton St.
*H. E. Schurig & Co., Inc.
Air Cargo Bldg., Houston International Airport
Transglobal Corp.
Houston International Airport
Transoceanic Shipping Co.
Shell Bldg.
Universal Transcontinental Corp.
117 San Jacinto St.
Vairon & Co., Inc.
Box 60185, New Cargo Bldg., Houston International Airport
***Zanes & Co., W. R.**
Cotton Exchange Bldg.
Ziegler, Inc., H. L.
Cotton Exchange Bldg.

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RAILWAY EXPRESS AGENCY, INC.
832 Seventh Ave.
(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
302 S. Illinois
(see advertisement)

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*Herb B. Meyer & Co., Inc.
546 W. Beach Ave.

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AIR EXPRESS INTERNATIONAL CORP.
San Juan International Airport
Telephone: 9-1196
Frank C. Rubinan, Manager
(see advertisement)

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(see advertisement)

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ALLIED AIR FREIGHT, INC.
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(see advertisement)
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RAILWAY EXPRESS AGENCY, INC.
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(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
518 Wall St.
(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
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(see advertisement)

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47 Walnut St.
(see advertisement)

KALAMAZOO, MICHIGAN
RAILWAY EXPRESS AGENCY, INC.
428 N. Rose
(see advertisement)

KANSAS CITY, MISSOURI
Air Cargo Terminals, Inc.
110 Richards Rd.
***RAILWAY EXPRESS AGENCY, INC.**
2413 Broadway
(see advertisement)

KINSTON, NORTH CAROLINA
RAILWAY EXPRESS AGENCY, INC.
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(see advertisement)

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(see advertisement)

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(see advertisement)

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LITTLE ROCK, ARKANSAS
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1400 W. Markham
(see advertisement)

LONG BEACH, CALIFORNIA
COMET FREIGHT SERVICE
2751 E. Wardlow Rd.

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ACME AIR CARGO, INC.
610 S. Main St.
(see advertisement)
AIR EXPRESS INTERNATIONAL CORP.
5691 Avion Drive
SPring 6-2131/2/3/4
TWX: INGL-7246
R. D. Sellentin, District Manager
C. Gehring, Operations Manager
(see advertisement)
(*Continued on Page* 18)
Air-Land Freight Consolidators, Inc.
354 S. Spring St.
***AIR-SEA FORWARDERS, INC.**
406 S. Main St.
MAdison 6-4381
Erwin Rautenberg, General Mgr.
(see advertisement)
AIRBORNE FREIGHT CORP.
440 S. Alameda St.
MAdison 6-0503
Larry Rodberg, Vice President
Peter Mentges, Asst. District Manager
Robert Perranoud, Manager-Int'l Dept.
(see advertisement)
Airgo International Corp.
440 S. Alameda
AMERICAN EXPRESS CO.
520 W. Seventh Street
(see advertisement)
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6364 Santa Monica Blvd.
(see advertisement)
BERNACKI, INC., PETER A.
5600 W. Century Blvd.
SPring 6-0090
TWX INGL 4141
(see advertisement)
*Byrnes, W. J., & Co., Inc.
354 S. Spring St.
***CARMICHAEL FORWARDING SERVICE**
406 S. Main St.
R. F. Lazier, President
(see advertisement)
▲***DOW CO., INC., FRANK P.**
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William D. White, President
(see advertisement)
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RIchmond 7-7581
(see advertisement)
Global Air Cargo
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Harper, Robinson & Co.
354 S. Spring St.
Honolulu Air Cargo
2425 Porter St.
***JUDSON SHELDON INTERNATIONAL CORP.**
426 S. Spring Street
(see advertisement)
***LORETZ & CO.**
108 W. 6th Street
MA 7-3322
(see advertisement)
***Moylan, John J.**
354 S. Spring Street
North American Van Lines, Inc.
4760 Valley Blvd.
RAILWAY EXPRESS AGENCY, INC.
347 Alisa St.
(see advertisement)
Robb & Co., W. E.
426 S. Spring St.
Universal Transcontinental Corp.
426 S. Spring St.

LORETZ & COMPANY
Authorized IATA Air Cargo Agent
108 W. 6th St., Los Angeles 14, Cal.
MA 7-3322
149 California St., San Francisco 11, Cal.
YU 6-3742
P. O. Box 4178, Houston 14, Tex.
CA 8-9551

CARMICHAEL FORWARDING SERVICE
Authorized IATA Air Cargo Agent
FMB No. 713
406 S. Main St., Los Angeles 13, Calif.
Phone: MA 6-1341

W. T. C. AIR FREIGHT
317 N. Myers
AN 8-2501
(see advertisement)
M. G. Montgomery, General Manager
R. Ryan, Western Regional Manager
Waggoner, Robert L.
5600 W. Century Blvd.
Wiley, James C.
406 S. Main St.

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RAILWAY EXPRESS AGENCY, INC.
800 S. 10th St.
(see advertisement)

LYNDHURST, NEW JERSEY
United Van Lines, Inc.
615 Ridge Rd.

MADISON, WISCONSIN
RAILWAY EXPRESS AGENCY, INC.
201 S. Blair St.
(see advertisement)

MARION, OHIO
RAILWAY EXPRESS AGENCY, INC.
Union Depot, W. Center St.
(see advertisement)

MAYAGUEZ, PUERTO RICO
Agencias Soler
101 E. Mendez Vigo

MAYWOOD, ILLINOIS
RAILWAY EXPRESS AGENCY, INC.
125 S. 5th Ave.
(see advertisement)

MEMPHIS, TENNESSEE
RAILWAY EXPRESS AGENCY, INC.
665 S. Main St.
(see advertisement)

MIAMI, FLORIDA
AAA Freight Forwarding Co.
3990 N. W. 26th St., Box 174
ABC International, Inc.
c/o Brilas Express, S. A.
International Airport Bldg. C-3
ACME AIR CARGO, INC.
2430 N. W. 74th St.
(see advertisement)
Aero-Mar Shipping Co.
2881 N.W. 36th St.
AIR EXPRESS INTERNATIONAL CORP.
Miami International Airport
6600 N.W. 36th St.
TUxedo 7-1586/7/8/9
TWX: MM-69
A. M. Stephenson, District Manager
H. A. Tulliners, Operations Manager
(see advertisement)

This is Ed...

ED FERNANDEZ knows more about air freight than almost anyone we have ever known. He is the Manager of the Barr Shipping Co. office in Miami.

Ed can tell you about airlines and airline facilities any place in the world; how to route the shortest, fastest and cheapest way; he can expedite air shipment efficiently and with dispatch; handle customs and documentation regulations; your insurance—in short, he can save you money on your air shipments.

As he always says, "Air cargo moves fast in the air—*it's getting it off the ground that really counts.*"

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*Tice & Lynch, Inc.
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E. O. Swanson, Traffic Manager
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Transworld International Service Co.
333 West 52nd Street
*Trans-World Shipping Corp.
44 Whitehall St.
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▲United Forwarders Service
51 Beaver Street
*UNITED STATES FORWARDING CORP.
24 State St.
BOwling Green 9-8147-8-9
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Marvin M. Hirsch Traffic Manager
T. Suss Manager
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*Uno Shipping Co., Inc.
50 New St.
▲Unsworth & Co., Inc.
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Vairon & Co., Inc.
745 Fifth Ave.
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TWX: NK-1190
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Wings & Wheels Bldg.
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(see advertisement)

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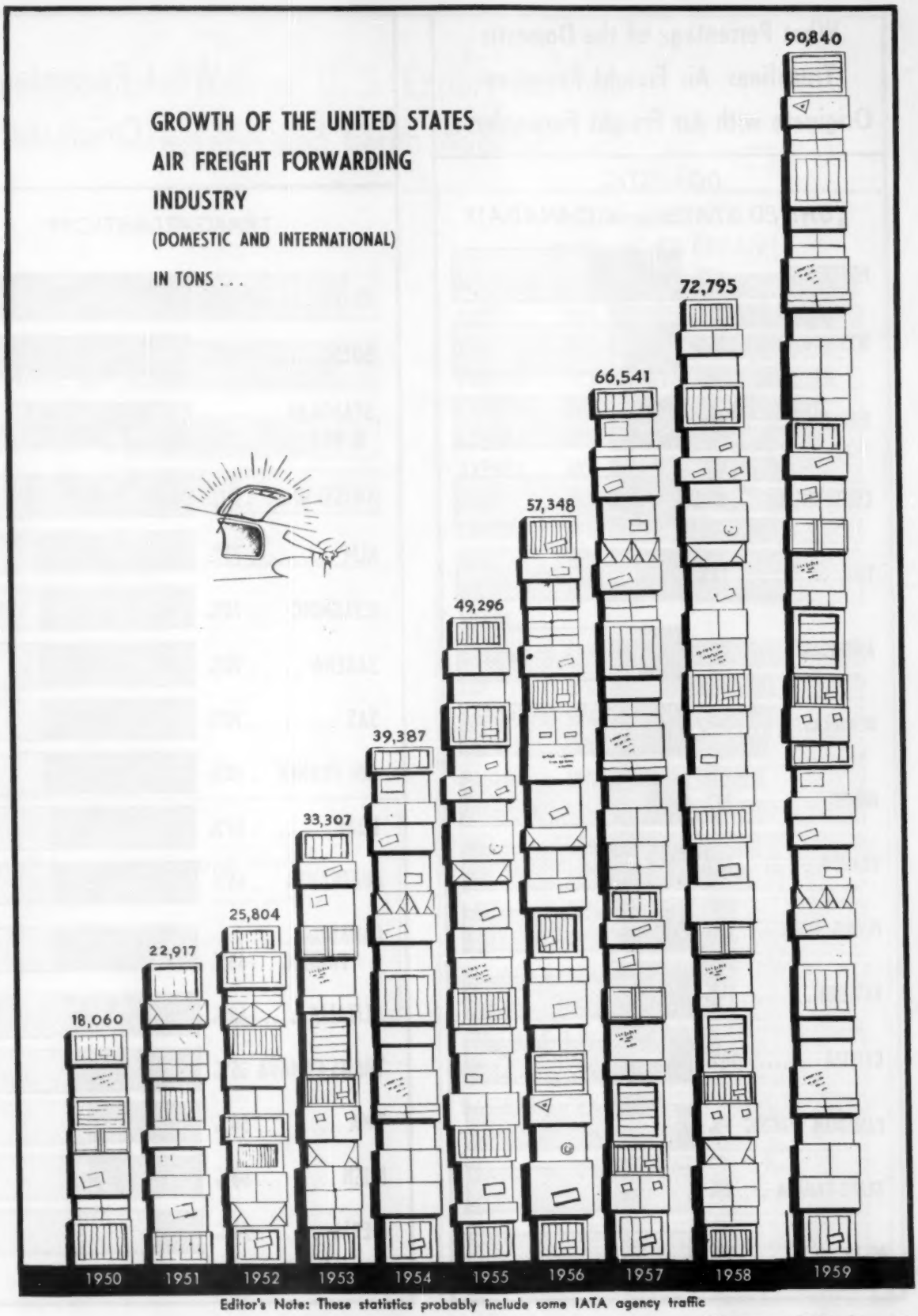
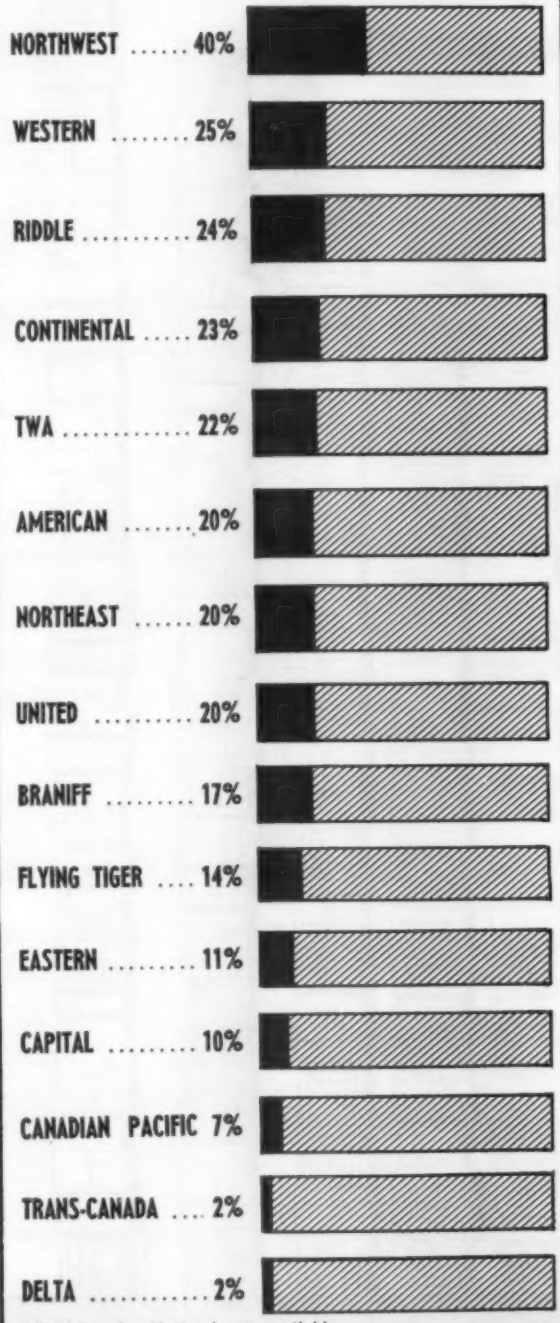


Editor's Note: These statistics probably include some IATA agency traffic

What Percentage of the Domestic Trunklines' Air Freight Revenues Originate with Air Freight Forwarders?

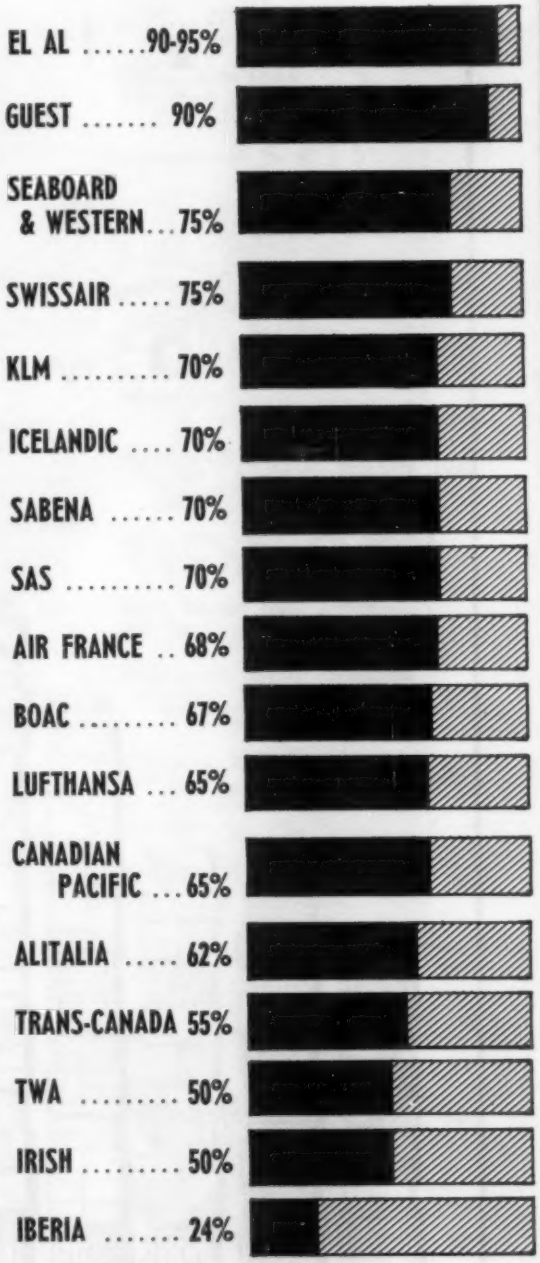
DOMESTIC (UNITED STATES and CANADA)*



** Statistics for National not available.*

What Percentage of Originate with

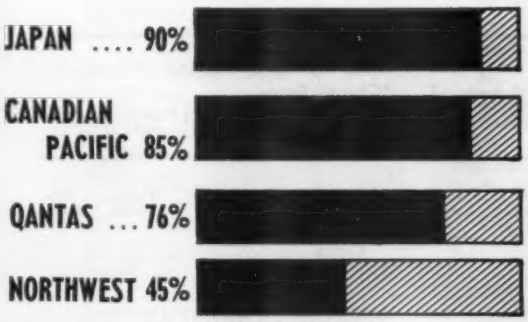
TRANSATLANTIC**



*** Statistics for Pan American not available.*

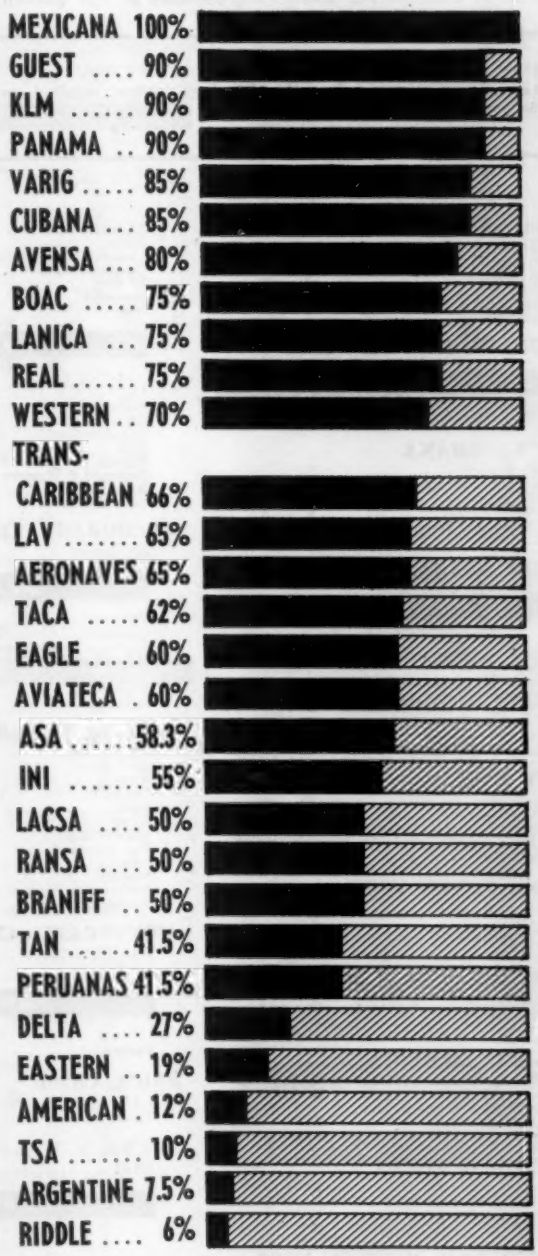
the International Airlines' U. S. Export Revenues Air Freight Forwarders and Cargo Agents?

PACIFIC***



***Statistics for Pan American not available.

LATIN AMERICAN and/or CARIBBEAN†



† Statistics for Pan American, Panagra, Avianca, and National not available

Note: *Because of varying accounting procedures, certain of these statistics are estimated percentage figures.*

AIR CARGO SERVICES TO KEY CITIES OF THE WORLD

Note: This section is devoted to listing those airlines which offer cargo services to the cities named. Not all of these air carriers serve the foreign cities from the United States *(see Footnote 1)*. However, interline agreements among the airlines allow swift transportation of shipments between any two cities in the world. Consult the tables of Interline Air Cargo Agreements in this edition.

[1] Carrier has no United States route.
[2] Does not operate to or from the United States mainland.
[3] Flag stop.
[4] When required for large shipments of reserved cargo.
[5] Flies express; no freight.
[6] Charter flights.
[7] Connects with company's transatlantic passenger-cargo service.

	Pass.-Cargo	All-Cargo
ABADAN, IRAN		
BOAC	X	
Iranair[1]		
KLM	X	
SAS	X	
Seaboard & Western		X
Swissair	X	
ABIDJAN, IVORY COAST		
UAT		
	X[3]	
ACCRA, GHANA		
Air France	X	
BOAC	X	
Ghana[1]	X	
Pan American	X	
Seaboard & Western		X
UAT[1]	X	
ADDIS ABABA, ETHIOPIA		
ETHIOPIAN		
	X	
ADEN, ADEN		
Air India	X	
Alitalia	X	
BOAC	X	
Ethiopian[1]	X	
Middle East[1]	X	
Seaboard & Western		X
AKRON, OHIO		
American	X	
Capital	X	
Eastern	X	
Flying Tiger		X
United	X	X
ALBANY, NEW YORK		
American	X	
Eastern	X	
Flying Tiger		X
TWA	X	
ALBUQUERQUE, N. M.		
Continental	X	
Frontier	X	
TWA	X	
ALGIERS, ALGERIA		
Air France	X	X
Royal Air Maroc[1]	X	
Seaboard & Western		X
TWA	X	
Tunis[1]	X	
AMARILLO, TEXAS		
Braniff	X	
Central	X	
Continental	X	
TWA	X	
AMSTERDAM, NETHERLANDS		
Aeroflot[1]	X	
Aero O/Y[1]	X	
Air Ceylon[1]	X	
Alitalia	X	
BEA[1]	X	X
Canadian Pacific[1]	X	
Czechoslovakian[1]	X	
El Al	X	
Icelandic	X	
Irish	X	
KLM		
	X	X
LOT[1]	X	
Malev[1]	X	
Olympic[1]	X	
Pan American	X	X
SAS	X	
Sabena	X	X
Seaboard & Western		X
South African	X	
Swissair	X	X
ANCHORAGE, ALASKA		
Air France	X	
ALASKA		
	X	
Cordova[2]	X	
Northern Consolidated[2]	X	
Northwest	X	X
Pacific Northern	X	
Reeve[2]	X	
SAS	X	
ANKARA, TURKEY		
Air France	X	
Air Liban[1]	X	
Ariana[1]	X	
Cyprus[1]	X	
Iranair[1]	X	
KLM	X	
Middle East[1]	X	
Pan American	X	X
SAS	X	
Sabena	X	
Seaboard & Western		X
Swissair	X	
ANTOFAGASTA, CHILE		
Inl	X	
LAN	X	
PANAGRA		
	X	X[3]
Peruanas	X	
ARICA, CHILE		
LAN	X	
Panagra	X	X
ARUBA, N. W. I.		
KLM	X	
RANSA		
		X
TRANS CARIBBEAN		
	X	
ASHEVILLE, N. C.		
Capital	X	
Delta	X	
Piedmont	X	
ASUNCION, PARAGUAY		
Argentinas	X	
Braniff	X	
Pan American	X	
Panair[1]	X	
REAL	X	
TSA	X	
ATHENS, GREECE		
Air France	X	
Alitalia	X	
BEA[1]	X	
BOAC	X	X[7]
Cyprus[1]	X	
El Al	X	
Ethiopian[1]	X	
KLM	X	
Lufthansa	X	
Middle East[1]	X	
OLYMPIC		
	X	X
Qantas	X	
SAS	X	
Sabena	X	
Seaboard & Western		X
South African[1]	X	
Swissair	X	
TAI	X	
TWA	X	
ATLANTA, GEORGIA		
Braniff	X	
Capital	X	
DELTA		
	X	X
Eastern	X	X
Northwest	X	
Riddle		X
Seaboard & Western		X
Southern	X	
TWA	X	
AUCKLAND, N. Z.		
Canadian Pacific[1]	X	
Pan American	X	
Qantas	X	
TAI[1]	X	
TEAL[1]	X	
BAGHDAD, IRAQ		
Alitalia	X	
BOAC	X	
Iranair[1]	X	
KLM	X	
Lufthansa	X	
Middle East[1]	X	
Pan American	X	
SAS	X	
Seaboard & Western		X
Swissair	X	

	Pass.-Cargo	All-Cargo
BAHREIN, PERSIAN GULF		
Air Ceylon[1]	X	
Ariana[1]	X	
BOAC	X	
Cyprus[1]	X	
Lebanese[1]	X	
Middle East[1]	X	
Quantas	X	X
Seaboard & Western		X
Swissair	X	
BALTIMORE, MARYLAND		
Allegheny	X	
American	X	X
Capital	X	
Delta	X	X
Eagle	X	
Eastern	X	
National	X	
Pan American	X	X[3]
TWA	X	
United	X	
BAMAKO, MALI REP.		
UAT[1]	X	
BANGKOK, THAILAND		
Air France	X	
Air India	X	
BOAC	X	X[7]
CAT[1]	X	
Cathay[1]	X	
Japan	X	
KLM	X	
Lufthansa	X	
Pan American	X	
Qantas	X	X
SAS	X	
Seaboard & Western		X
Swissair	X	
TAI	X	
TWA	X	
BANGUI, C. A. R.		
UAT[1]	X	
BARBADOS, B. W. I.		
Air France	X	
BOAC	X	
BWIA	X	
LAV	X	
Pan American	X	X[3]
Trans-Canada	X	
BARCELONA, SPAIN		
Air France	X	
Alitalia	X	
BEA[1]	X	
BOAC	X	
Ghana[1]	X	
Iberia	X	
Irish	X	
KLM	X	
Lufthansa	X	
Pan American	X	
SAS	X	
Sabena	X	
Seaboard & Western		X
Swissair	X	
West African	X	
BARCELONA, VENEZ.		
Avensa	X	
LAV	X	
RANSA		
		X
BARRANQUILLA, COLOMBIA		
Avianca	X	
KLM	X	
Lloyd	X	
Pan American	X	X
RAS[1]	X	
BASLE, SWITZERLAND		
BEA[1]	X	
KLM	X	X
SEABOARD & WESTERN		
		X
Swissair	X	X
BASTIA, FRANCE		
UAT[1]	X	
BATON ROUGE, LA.		
Delta	X	X
Eastern	X	
Southern	X	X

	Pass.-Cargo	All-Cargo
BEAUMONT, TEXAS		
Delta	X	X
Eastern	X	
Trans-Texas	X	X
BEIRUT, LEBANON		
Air France	X	
Air India	X	X
Air Jordan[1]	X	
Air Liban[1]	X	
Alitalia	X	
BEA	X	
BOAC	X	X[7]
Cyprus	X	
Iranair	X	
KLM	X	
Lebanese[1]	X	
Lufthansa	X	
Middle East	X	
Olympic	X	
Pan American	X	
Panair[1]	X	
Sabena	X	
Seaboard & Western		X
SAS	X	
SWISSAIR		
	X	X
BELEM, BRAZIL		
Pan American	X	X
Panair[1]	X	
REAL	X	
Varig	X	
BELGRADE, JUGOSLAVIA		
Air France	X	
BEA[1]	X	
JAT[1]	X	
Seaboard & Western		X
Swissair	X	
BELIZE, BRIT. HOND.		
ASA		X
SAHSA	X	
TACA	X	
TAN	X	
BENGHAZI, LIBYA		
Alitalia	X	
UAT[1]	X	
BERLIN, GERMANY		
Air France	X	X
BEA[1]	X	
KLM	X	
Pan American[3]	X	
Seaboard & Western		X
BERMUDA, B.W.I.		
GUEST		
	X	
BILLINGS, MONTANA		
Frontier	X	
Northwest	X	
Western	X	
BINGHAMTON, NEW YORK		
Eastern	X	
Flying Tiger		X
Mohawk	X	
TWA	X	
BIRMINGHAM, ALABAMA		
Braniff	X	
Capital	X	
Delta	X	X
Eastern	X	
Southern	X	
BIRMINGHAM, ENGLAND		
BEA[1]	X	
Irish	X	
Seaboard & Western		X
BISMARCK, N. D.		
Frontier	X	
North Central	X	
Northwest	X	
BOGOTA, COLOMBIA		
Air France	X	
Avianca	X	
Braniff	X	
Iberia	X	
LAV	X	
Lloyd[1]	X	
Panagra	X	
RAS[1]	X	
REAL	X	

	Pass.-Cargo	All-Cargo
BOISE, IDAHO		
Continental	X	
United	X	
West Coast	X	
BOMBAY, INDIA		
Air Ceylon[1]	X	
Air India	X	X
Alitalia	X	
BOAC	X	
Iranair[1]	X	
Middle East[1]	X	
Seaboard & Western		X
Swissair	X	
TWA	X	
BORDEAUX, FRANCE		
Air France[6]	X	
BEA[1]	X	X
Royal Air Maroc[1]	X	
TAI[1]	X	
UAT[1]	X	
BOSTON, MASSACHUSETTS		
Alitalia	X	
American	X	X
BOAC	X	X[3]
Eastern	X	
Flying Tiger		X
Irish	X	
Mohawk	X	
National	X	
Northeast	X	
Pan American	X	X
Riddle		X
Seaboard & Western		X
Trans-Canada	X	
TWA	X	
United	X	X
BRAZZAVILLE, F. W. I.		
Air France	X	
KLM	X	
South African	X	
UAT		
	X	
BREMEN, GERMANY		
KLM	X	
Lufthansa	X	
SAS	X	
Seaboard & Western		X
BRIDGEPORT, CONN.		
American	X	X
BRISBANE, AUSTRALIA		
Australian National[1]	X	
Qantas	X	
Seaboard & Western		X
TAA[1]	X	
TAI[1]	X	
TEAL[1]	X	
BROWNSVILLE, TEXAS		
Braniff	X	
Eastern	X	
Pan American	X	
BRUSSELS, BELGIUM		
Aeroflot[1]	X	
Alitalia	X	
BEA[1]	X	X
Czech[1]	X	
El Al	X	
Irish	X	
KLM	X	X
Lebanese[1]	X	
LOT[1]	X	
Lufthansa	X	
Malev	X	
Olympic[1]	X	
Pan American	X	X[3]
SABENA		
	X	X
SEABOARD & WESTERN		
		X
SAS	X	
Swissair	X	
Tarom[1]	X	
Trans-Canada	X	
BUENOS AIRES, ARG.		
Air France	X	
Alitalia	X	

	Pass.-Cargo	All-Cargo
Argentinas	X	
Braniff	X	
Canadian Pacific[1]	X	
Iberia	X	

INI

	X	
KLM	X	
LAN	X	
Lufthansa	X	
Pan American	X	X

PANAGRA

	X	
Panair	X	
Peruanas	X	
REAL	X	
SAS	X	
Swissair	X	
TSA	X	
Varig	X	

BUFFALO, NEW YORK

Allegheny	X	
American	X	X
Capital	X	
Flying Tiger		X
Lake Central	X	
Mohawk	X	

BURBANK, CALIFORNIA

Flying Tiger		X
Pacific	X	
TWA	X	
United	X	
Western	X	

CAIRO, U. A. R.

Air France	X	
Air Ceylon[1]	X	
Air India	X	
Air Jordan[1]	X	
Alitalia	X	
Ethiopian[1]	X	
KLM	X	
Lufthansa	X	
Middle East[1]	X	
Olympic[1]	X	
Qantas	X	
SAS	X	
Sabena	X	
Seaboard & Western		X
Swissair	X	
TAI	X	
TWA	X	

CALCUTTA, INDIA

Air France	X	

AIR INDIA

	X	X
BOAC	X	X[3]
Cathay	X	
KLM	X	
Lufthansa	X	
Pan American	X	X
Qantas	X	
SAS	X	
Seaboard & Western		X
Swissair	X	
TAI	X	

CALGARY, ALB., CANADA

Canadian Pacific	X	
Trans-Canada	X	X
West Coast	X	
Western	X	

CALI, COLOMBIA

Avianca	X	
Ecuatoriana	X	
Lloyd	X	
Pan American		X[3]

PANAGRA

	X	X[3]

CAMAGUEY, CUBA

Cubana	X	
Pan American	X	

CANTON, OHIO

American	X	
Capital	X	
Eastern	X	
United	X	

CARACAS, VENEZUELA

Air France	X	
Alitalia	X	
Avensa	X	X
Avianca	X	
BOAC	X	

	Pass.-Cargo	All-Cargo
BWIA	X	
Delta	X	
Guest	X	
Iberia	X	
KLM	X	X
LAV	X	X
Pan American	X	X

RANSA

		X
REAL	X	
TSA	X	

CAYENNE, F. GUIANA

Air France	X	X
Pan American	X	

CHARLESTON, S. C.

Delta	X	
Eastern	X	
National	X	
Southern	X	

CHARLESTON, W. VA.

American	X	
Capital	X	
Eastern	X	
Piedmont	X	

CHARLOTTE, N. C.

Capital	X	
Delta	X	X
Eastern	X	
Piedmont	X	
Southern	X	

CHATTANOOGA, TENN.

Braniff	X	
Capital	X	
Delta	X	
Eastern	X	

CHEYENNE, WYOMING

Frontier	X	
United	X	
Western	X	

CHICAGO, ILLINOIS

Air France	X	
American	X	X
BOAC	X	X[4]
Braniff	X	X
Capital	X	
Continental	X	
Cubana	X	
Delta	X	X
Eastern	X	X
Flying Tiger		X
Lake Central	X	
Lufthansa	X	
Mexicana	X	
North Central	X	
Northwest	X	X
Ozark	X	
Pan American	X	X
Riddle		X

TWA

	X	X
Trans-Canada	X	

UNITED

	X	X

CINCINNATI, OHIO

American	X	X
Delta	X	X
Eastern	X	
Lake Central	X	
Piedmont	X	
TWA	X	

CIUDAD TRUJILLIO, D. R.

Caribbean Atlantic	X	
Dominican	X	
Delta	X	
Pan American	X	X[3]
Varig	X	

CLEVELAND, OHIO

Allegheny	X	
American	X	
Capital	X	
Eastern	X	
Flying Tiger		X
Lake Central	X	
Northwest	X	
Riddle		X
TWA	X	
Trans-Canada	X	
United	X	X

COCHABAMBA, BOLIVIA

Lloyd[3]	X	

	Pass.-Cargo	All-Cargo

COLOGNE, GERMANY

BEA[1]	X	
KLM	X	

LUFTHANSA

	X	X
Pan American	X	X
Sabena	X	X
Seaboard & Western		X

SWISSAIR

	X	X[4]

COLOMBO, CEYLON

Air Ceylon[1]	X	
BOAC	X	
KLM	X	
Qantas	X	
TWA	X	

COLUMBUS, OHIO

American	X	
Delta	X	
Eastern	X	
Lake Central	X	
Piedmont	X	

TWA

	X	X
United	X	

COPENHAGEN, DENMARK

Air France	X	
Aero O/Y[1]	X	
Aeroflot[1]	X	
Air France	X	
BEA[1]	X	X
Czech[1]	X	
Flugfelag[1]	X	
Icelandic	X	
Irish	X	
KLM	X	X
LOT[1]	X	
Lufthansa	X	
Malev	X	
Pan American	X	
SAS	X	X
Sabena	X	X
Seaboard & Western		X
Swissair	X	

CORPUS CHRISTI, TEXAS

Braniff	X	
Eastern	X	
Trans-Texas	X	

CURACAO, N. W. I.

Delta	X	
KLM	X	X
LAV	X	
Pan American	X	

RANSA

		X
RAS	X	

DAKAR, SENEGAL

Air France	X	
Argentinas	X	
Iberia	X	
Lufthansa	X	
Pan American	X	
Panair[1]	X	
Seaboard & Western		X
Swissair	X	
TAI	X	

UAT

	X[1]	

DALLAS, TEXAS

American	X	X
Braniff	X	X
Central	X	
Continental	X	
Delta	X	X
Seaboard & Western		X
Trans-Texas	X	

DAMASCUS, U. A. R.

Air India	X	
Air Jordan[1]	X	
Alitalia	X	
BOAC	X	X[4]
Cyprus[1]	X	
Iranair[1]	X	
KLM	X	
Middle East[1]	X	
Pan American	X	
Qantas		X
SAS	X	
Seaboard & Western	X	
Swissair	X	

	Pass.-Cargo	All-Cargo
DARWIN, AUSTRALIA		
Air India	X	
BOAC	X	X[7]
Cathay[1]	X	
KLM	X	
Qantas	X	X
Seaboard & Western		X
TAI	X	
DAYTON, OHIO		
American	X	
Delta	X	
Lake Central	X	
TWA	X	
United	X	
DELHI, INDIA		
Air France	X	
Air India	X	X
BOAC	X	X[7]
Iranair[1]	X	
KLM	X	
Lebanese[1]	X	
Middle East[1]	X	
Pan American	X	
Qantas		X
Seaboard & Western		X
Swissair	X	
TAI	X	
DENVER, COLORADO		
Braniff	X	
Central	X	
Continental	X	
Frontier	X	
TWA	X	
United	X	X
Western	X	X
DES MOINES, IOWA		
Braniff	X	
Ozark	X	
United	X	
DETROIT, MICHIGAN		
Allegheny	X	
American	X	X
BOAC	X	X[4]
Capital	X	
Delta	X	X
Eastern	X	
Flying Tiger		X
KHS		X
Lake Central	X	
Mohawk	X	
North Central	X	
Northwest	X	X
Pan American	X	X
Riddle		X
TWA	X	
United	X	X
DHAHRAN, SAUDI ARABIA		
Air Jordan[1]	X	
Iranair[1]	X	
KLM	X	
Lebanese[1]	X	
Middle East[1]	X	
Seaboard & Western		X
Swissair	X	
TWA	X	
DJAKARTA, INDONESIA		
Air India	X	
BOAC	X	X[7]
Pan American	X	
Qantas	X	X
SAS	X	
Seaboard & Western		X
TAI	X	
DOUALA, CAMEROONS		
Air France[6]	X	X
Iberia	X	
UAT[1]	X	
DUBLIN, EIRE		
BEA[1]	X	
IRISH		
	X	
KLM	X	
Seaboard & Western		X
DUSSELDORF, GERMANY		
Air France	X	
Air India	X	X
Alitalia	X	
BEA[1]	X	X
Irish	X	
KLM	X	
Lufthansa	X	X
Pan American	X	X
Panair	X	
SAS	X	
Seaboard & Western		X
Swissair	X	
Trans-Canada	X	
EDMONTON, ALB., CANADA		
Canadian Pacific[1]	X	
Northwest	X	
Pacific Western[1]	X	
Trans-Canada	X	X
Western	X	
EL PASO, TEXAS		
American	X	
Continental	X	
Delta	X	
Trans-Texas	X	
ELIZABETHVILLE, BELG. CONGO		
Sabena	X	
Seaboard & Western		X
ENTEBBE, UGANDA		
Alitalia	X	
BOAC	X	
Seaboard & Western		X
ERIE, PENNSYLVANIA		
Allegheny	X	
Capital	X	
Lake Central	X	
Mohawk	X	
FAIRBANKS, ALASKA		
ALASKA		
	X	
Northern Consolidated[2]	X	
Pan American	X	
Wien	X	
FIJI ISLANDS		
Canadian Pacific[1]	X	
Pan American	X	
Qantas	X	
TEAL[1]	X	
FLORENCE, ITALY		
Alitalia	X	
Seaboard & Western		X
FORT DE FRANCE, MART.		
Air France	X	
BWIA	X	
Pan American	X	
FORT LAMY, CHAD		
Air France[6]	X	X
UAT[1]	X	
FORT LAUDERDALE, FLA.		
Eastern	X	
Mackey	X	
National	X	
Northeast	X	
Northwest	X	
Qantas	X	
FORT WAYNE, IND.		
Delta	X	
TWA	X	
United	X	
FORT WORTH, TEXAS		
American	X	X
Braniff	X	
Central	X	
Continental	X	
Delta	X	
Trans-Texas	X	
FORTALEZA, BRAZIL		
Panair[1]	X	
REAL	X	
Varig	X	
FRANKFURT, GERMANY		
Air France	X	X
AIR INDIA		
	X	
Alitalia	X	
Argentinas	X	
Ariana[1]	X	
Austrian[1]	X	
Avianca	X	
BEA[1]	X	X
BOAC	X	X[7]
Ethiopian[1]	X	
Iberia	X	
Iranair[1]	X	
Irish	X	
KLM	X	X
Middle East[1]	X	
Olympic[1]	X	
Pan American	X	X
Panair[1]	X	
Qantas	X	X
SAS	X	
SABENA		
	X	X
SEABOARD & WESTERN		
	X	X
		X
South African	X	
Swissair	X	
TAI	X	
TWA		
	X	X
FREETOWN, SIERRA LEONE		
Air France[6]	X	
TWA	X	X
UAT[1]	X	
West African	X	
GANDER, NEWF., CANADA		
Maritime[1]	X	
Pan American	X	X
Seaboard & Western		X
TWA	X	X
Trans-Canada	X	
GENEVA, SWITZERLAND		
Air France	X	
Air India	X	
Alitalia	X	
BEA[1]	X	
Iberia	X	
KLM	X	
Lufthansa	X	
Middle East[1]	X	
SAS	X	
Sabena	X	
Seaboard & Western		X
Swissair	X	X
TWA		
	X	X
GEORGETOWN, B. C.		
Air France	X	
BWIA	X	
KLM	X	
Pan American	X	X[9]
GLASGOW, SCOTLAND		
BEA[1]	X	X
BOAC	X	X[7]
Flugfelag[1]	X	
Icelandic	X	
Irish	X	
KLM	X	X
Pan American		
SAS		
Sabena		
SEABOARD & WESTERN		
		X
Trans-Canada	X	
GRAND CAYMAN, B. W. I.		
BWIA	X	
LACSA		
	X	X
GRAND RAPIDS, MICH.		
Capital	X	
Flying Tiger		X
KHS		X
Lake Central	X	
North Central	X	
GREENSBORO, N. C.		
Capital	X	
Eastern	X	
Piedmont	X	
GREENVILLE, S. C.		
Delta	X	
Eastern	X	
Southern	X	
GUAM ISLAND		
Pan American	X	X
Transocean	X	

	Pass.-Cargo	All-Cargo
GUATEMALA, GUAT.		
Aviateca	X	X
Guest	X	
KLM	X	
Pan American	X	X
SAHSA	X	
TACA		
	X	X
TAN	X	
ASA		X
GUAYAQUIL, ECUADOR		
Braniff	X	
Ecuatoriana	X	
KLM	X	
PANAGRA		
	X	X[3]
Panama	X	
Peruana	X	
HAMBURG, GERMANY		
Aero O/Y[1]	X	
Air France	X	
BEA[1]	X	
Flugfelag[1]	X	
Icelandic	X	
KLM	X	
Pan American	X	
SAS	X	
Sabena	X	
SEABOARD & WESTERN		
		X
Swissair	X	
HAMILTON, BERMUDA		
BOAC	X	
BWIA	X	
Cubana	X	
Delta	X	
Eagle	X	
Eastern	X	
Guest	X	
Iberia	X	
LAV	X	
Pan American	X	
Trans-Canada	X	
HANOVER, GERMANY		
BEA[1]	X	
KLM	X	
Pan American	X	
SAS	X	
Seaboard & Western		X
HARRISBURG, PA.		
Allegheny	X	
Capital	X	
TWA	X	
HARTFORD, CONN.		
American	X	X
Eastern	X	
Flying Tiger		X
Northeast	X	
TWA	X	
United	X	X
HAVANA, CUBA		
Argentinas	X	
Braniff	X	
Cubana	X	
Delta	X	
Iberia	X	
KLM	X	
LACSA	X	
LAV	X	
Mackey	X	
Mexicana	X	
National	X	
Pan American	X	X
TAN	X	
HELSINKI, FINLAND		
Aero O/Y	X	
Czech	X	
Icelandic	X	
Pan American	X	
SAS	X	
Seaboard & Western		X
HONG KONG		
Air France	X	
Air India	X	
Air Vietnam[1]	X	
BOAC	X	X[7]
Canadian Pacific[1]	X	
CAT[1]	X	
Cathay[1]	X	
Hong Kong[1]	X	
Japan	X	
Korean[1]	X	
PAL	X	
Pan American	X	
Qantas	X	X
Seaboard & Western		X
Swissair	X	
TAI	X	
HONOLULU, HAWAII		
Aloha	X	
BOAC	X	
Canadian Pacific[1]	X	
Hawaiian[3]	X	
Japan	X	
Northwest	X	
Pan American	X	X
Qantas	X	X
United	X	
HOUSTON, TEXAS		
American	X	
Aviateca	X	X
Braniff	X	
Continental	X	
Delta	X	X
Eastern	X	X
KLM	X	
National	X	
Pan American	X	X
Seaboard & Western		X
Trans-Texas	X	
INDIANAPOLIS, IND.		
American	X	
Delta	X	
Eastern	X	
Lake Central	X	
Ozark	X	
Riddle		X
TWA		
	X	X
ISTANBUL, TURKEY		
Air France	X	
BEA[1]	X	
BOAC	X	
Cyprus[1]	X	
El Al	X	
KLM	X	
Lufthansa	X	
Middle East[1]	X	
Olympic[1]	X	
Pan American	X	
Panair[1]	X	
SAS	X	
Sabena	X	
Seaboard & Western		X
Swissair	X	
JACKSON, MISS.		
Delta	X	X
Southern	X	
Trans-Texas	X	
JACKSONVILLE, FLA.		
Delta	X	X
Eastern	X	
National	X	
Northeast	X	
Southern	X	
JOHANNESBURG, UN. OF S. A.		
Air France	X	
Alitalia	X	
BOAC	X	
El Al	X	
KLM	X	
Pan American	X	
Qantas	X	
SAS	X	
SABENA		
	X	
Seaboard & Western	X	
South African[1]	X	
Swissair	X	
UAT		
	X[1]	
KANO, NIGERIA		
Air Ceylon[1]	X	
Air France	X	
BOAC	X	
KLM	X	
Sabena	X	
Seaboard & Western		X
UAT[1]	X	
West African[1]	X	
KANSAS CITY, MO.		
Braniff	X	X
Central	X	
Continental	X	
Delta	X	
Frontier	X	
Ozark	X	
TWA		
	X	X
United	X	
KARACHI, PAKISTAN		
Air France	X	
Air India	X	
Alitalia	X	
Ariana[1]	X	X[7]
BOAC	X	
Iranair	X	
KLM	X	
Lufthansa	X	
Middle East[1]	X	
Pan American	X	X
Qantas	X	
SAS	X	
Seaboard & Western		X
Swissair	X	
TAI[1]	X	
KETCHIKAN, ALASKA		
Alaska Coastal[3]	X	
Ellis[3]	X	
Pacific Northern	X	
Pan American	X	
KHARTOUM, SUDAN		
Air France	X	
Alitalia	X	
BOAC	X	
Iranair	X	
KLM	X	
Middle East[1]	X	
Pan American	X	
SAS	X	
Seaboard & Western		X
South African	X	
Swissair	X	
TAI[1]	X	
KINGSTON, JAMAICA		
Avensa	X	
Avianca	X	
BOAC	X	
BWIA	X	
Delta	X	
KLM	X	
Pan American	X	X
RANSA		
		X
Trans-Canada	X	
KNOXVILLE, TENN.		
American	X	
Capital	X	
Delta	X	
Piedmont	X	
KUALA LAMPUR, MALAYA		
BOAC	X	
Cathay[1]	X	
KLM	X	
Qantas	X	
SAS	X	
KUWAIT, KUWAIT		
Air Jordan[1]	X	
BOAC	X	
Cyprus[1]	X	
Iranair[1]	X	
Lebanese[1]	X	
Middle East[1]	X	
Seaboard & Western		X
SWISSAIR		
	X	
LAGOS, NIGERIA		
Air France	X	
BOAC	X	
Seaboard & Western		X
UAT	X	
West African[1]	X	
LA PAZ, BOLIVIA		
Braniff	X	
LAN	X	
Lloyd	X	
PANAGRA		
	X	X
LAS VEGAS, NEVADA		
Bonanza	X	
Pacific	X	
TWA	X	
United	X	
Western	X	

LEOPOLDVILLE, BELG. CONGO

	Pass.-Cargo	All-Cargo
Pan American	X	
Sabena	X	
Seaboard & Western		X

LIMA, PERU

	Pass.-Cargo	All-Cargo
Air France	X	
Avianca	X	
Braniff	X	
Canadian Pacific	X	
Ecuatoriana	X	
Faucett	X	

INI

	Pass.-Cargo	All-Cargo
KLM	X	
LAN	X	
LAV	X	
Pan American	X	

PANAGRA

	Pass.-Cargo	All-Cargo
Panair[1]	X	X
Panama	X	
Peruanas	X	

LISBON, PORTUGAL

	Pass.-Cargo	All-Cargo
Air France	X	
Alitalia	X	
Avianca	X	
BEA[1]	X	
Canadian Pacific[1]	X	

GUEST

	Pass.-Cargo	All-Cargo
Iberia	X	
Irish	X	
KLM	X	
LAV	X	
Pan American	X	
Panair[1]	X	
SAS	X	
Sabena	X	
Seaboard & Western		X

SWISSAIR

	Pass.-Cargo	All-Cargo
TWA	X	X[4]

LITTLE ROCK, ARK.

	Pass.-Cargo	All-Cargo
American	X	
Braniff	X	
Central	X	
Delta	X	
Trans-Texas	X	

LIVINGSTONE, N. RHODESIA

	Pass.-Cargo	All-Cargo
Central African[1]	X	
UAT[1]	X	

LOME, TOGO

	Pass.-Cargo	All-Cargo
Air France[6]	X	
TAI	X	
UAT[1]	X	

LONDON, ENGLAND

	Pass.-Cargo	All-Cargo
Air Ceylon[1]	X	
Air France	X	
Air India	X	X
Alitalia	X	
Argentinas	X	
BEA	X	X

BOAC

	Pass.-Cargo	All-Cargo
Central African	X	X[7]
El Al	X	
Flugfelag	X	
Ghana	X	
Iberia	X	
Icelandic	X	
Irish	X	
KLM	X	X
Lufthansa	X	X
Olympic	X	X
Middle East	X	
Pan American	X	X
Panair	X	
Qantas	X	X
SAS	X	
Sabena	X	X

SEABOARD & WESTERN

	Pass.-Cargo	All-Cargo
South African	X	X
Swissair	X	

TWA

	Pass.-Cargo	All-Cargo
Trans-Canada	X	X
West African	X	

LOS ANGELES, CALIF.

	Pass.-Cargo	All-Cargo
Air France	X	
American	X	X
Bonanza	X	
Continental	X	
Flying Tiger		X
Japan	X	
Los Angeles[8], [9]	X	
Mexicana	X	
Pacific	X	
Pan American	X	X
SAS	X	
Seaboard & Western		X
TAI	X	

TWA

	Pass.-Cargo	All-Cargo
United	X	X
Western	X	X

LOUISVILLE, KENTUCKY

	Pass.-Cargo	All-Cargo
American	X	
Delta	X	
Eastern	X	
Ozark	X	
Piedmont	X	
TWA	X	

LUXEMBOURG, LUX.

	Pass.-Cargo	All-Cargo
Icelandic	X	
KLM	X	
Sabena	X	
Seaboard & Western		X

MADRID, SPAIN

	Pass.-Cargo	All-Cargo
Air France	X	
Alitalia	X	
Avianca	X	
Argentinas	X	
BEA[1]	X	
Canadian Pacific[1]	X	
Cubana	X	

GUEST

	Pass.-Cargo	All-Cargo
Iberia	X	
KLM	X	
LAV	X	
Lufthansa	X	
Panair[1]	X	
REAL	X	
SAS	X	
Seaboard & Western	X	
Swissair	X	
TWA	X	

MANAGUA, NICARAGUA

	Pass.-Cargo	All-Cargo
KLM	X	

LANICA

	Pass.-Cargo	All-Cargo
Pan American	X	X
TACA	X	X

MANCHESTER, ENGLAND

	Pass.-Cargo	All-Cargo
BEA[1]	X	
BOAC	X	
Irish	X	
KLM	X	

SABENA

	Pass.-Cargo	All-Cargo
Seaboard & Western	X	X

SWISSAIR

	Pass.-Cargo	All-Cargo
		X[4]

MANILA, P. I.

	Pass.-Cargo	All-Cargo
Air France	X	
CAT[1]	X	
Cathay[1]	X	
KLM	X	
Northwest	X	X
PAL[1]	X	
Pan American	X	
Qantas	X	
SAS	X	
Swissair	X	
TAI	X	

MARACAIBO, VENEZUELA

	Pass.-Cargo	All-Cargo
Avensa	X	X
KLM	X	

LAV

	Pass.-Cargo	All-Cargo
Pan American	X	X

RANSA

	Pass.-Cargo	All-Cargo
		X

MARSEILLE, FRANCE

	Pass.-Cargo	All-Cargo
Air France	X	
Royal Air Maroc[1]	X	
Seaboard & Western		X
TAI	X	
Tunis[1]	X	
UAT[1]	X	

MAURITIUS

	Pass.-Cargo	All-Cargo
Qantas	X	

MEDELLIN, COLOMBIA

	Pass.-Cargo	All-Cargo
Avianca	X	
Lloyd	X	
Pan American	X	
RAS	X	

MELBOURNE, AUSTRALIA

	Pass.-Cargo	All-Cargo
Australian National[1]	X	
BOAC	X	
Qantas	X	
Seaboard & Western		X
TAA[1]	X	
TEAL[1]	X	

MEMPHIS, TENN.

	Pass.-Cargo	All-Cargo
American	X	X
Braniff	X	
Capital	X	
Delta	X	X
Eastern	X	
Southern	X	
Trans-Texas	X	

MEXICO CITY, MEXICO

	Pass.-Cargo	All-Cargo
Aerolineas Mexicanas	X	
Aeronaves	X	
Air France	X	
American	X	X
Braniff	X	
Canadian Pacific	X	
Cubana	X	
Eastern	X	

GUEST

	Pass.-Cargo	All-Cargo
Iberia	X	
KLM	X	
LACSA	X	
Mexicana	X	
Pan American	X	X

TACA

	Pass.-Cargo	All-Cargo
Western	X	X

MIAMI, FLORIDA

	Pass.-Cargo	All-Cargo
Avensa	X	
Avianca	X	
Aviateca	X	
BOAC	X	
BWIA	X	
Braniff	X	
Capital	X	
Cubana	X	
Delta	X	X
Dominican	X	
Eastern	X	
Ecuatoriana	X	

GUEST

	Pass.-Cargo	All-Cargo
	X	

INI

	Pass.-Cargo	All-Cargo
KLM	X	

LACSA

	Pass.-Cargo	All-Cargo
LAN	X	X
LAV	X	X
Lanica	X	
Lloyd	X	
Mackey	X	

NATIONAL AIRLINES

	Pass.-Cargo	All-Cargo
Northeast	X	
Northwest	X	
Pan American	X	X
Panama	X	
RANSA		X
REAL	X	

RIDDLE AIRLINES

	Pass.-Cargo	All-Cargo
		X

	Pass.-Cargo	All-Cargo
TAN	X	
TWA	X	

MIAMI SPRINGS, FLA.

ASA		X

MILAN, ITALY

Air France	X	
Alitalia	X	
BEA[1]	X	X
BOAC	X	X[1]
Iranair[1]	X	
KLM	X	
Lebanese[1]	X	
Lufthansa	X	
SAS	X	

SABENA

	X	X

SEABOARD & WESTERN

		X

SWISSAIR

	X	

TWA

	X	X

MILWAUKEE, WISCONSIN

American	X	
Capital	X	
Eastern	X	
Flying Tiger		X
North Central	X	
Northwest	X	X
Ozark	X	
United	X	X

MINNEAPOLIS, MINNESOTA

Braniff	X	
Capital	X	
Eastern	X	
Flying Tiger		X
North Central	X	

NORTHWEST

	X	X
Ozark	X	
Western	X	

MOBILE, ALABAMA

Capital	X	
Eastern	X	X
National	X	
Southern	X	

MONTEGO BAY, JAMAICA

Avensa	X	
Avianca	X	
BOAC	X	
BWIA	X	
Delta	X	
Pan American	X	X[1]
Trans-Canada	X	

MONTEVIDEO, URUGUAY

Air France	X	
Alitalia	X	
Argentinas	X	
Iberia	X	
KLM	X	
LAN	X	
Lufthansa	X	
Pan American	X	X
Panair	X	
REAL	X	
SAS	X	
Swissair	X	
TSA	X	
Varig	X	

MONTREAL, P. Q., CANADA

Air France	X	
Alitalia	X	
BOAC	X	
Canadian Pacific	X	
Eagle	X	
KLM	X	
Eastern	X	
Lufthansa	X	
Nordair	X	
Northeast	X	
Quebecair	X	
SAS	X	
Sabena	X	
Transair	X	
Trans-Canada	X	X

MOSCOW, U. S. S. R.

Aeroflot[1]	X	
Air France	X	
Air India	X	
BEA[1]	X	
KLM	X	
SAS	X	
Sabena	X	
Seaboard & Western		X

MUNICH, GERMANY

Air France	X	
Alitalia	X	
BEA	X	
El Al	X	
JAT	X	
KLM	X	
Pan American	X	X
SAS	X	
Sabena	X	

SEABOARD & WESTERN

		X

SWISSAIR

	X	

NAIROBI, KENYA

Air France	X	
Air India	X	
Alitalia	X	
BOAC	X	
Central African[1]	X	
Ethiopian[1]	X	
SAS	X	
Seaboard & Western		X
South African[1]	X	
Swissair	X	

NASHVILLE, TENN.

American	X	X
Braniff	X	
Eastern	X	
Ozark	X	
TWA	X	

NASSAU, BAHAMAS

Bahamas	X	
BOAC	X	
Eagle	X	
Mackey	X	
Pan American	X	
Trans-Canada	X	

NEW HAVEN, CONN.

American	X	X
Eastern	X	

NEW ORLEANS, LA.

Avensa	X	
Aviateca	X	
Braniff	X	
Capital	X	
Delta	X	X
Eastern	X	X
National	X	
Pan American	X	X
Southern	X	

TACA

	X	X
Trans-Texas	X	

NEW YORK, N. Y.

Aeronaves	X	
Air France	X	
Air India	X	
Alitalia	X	
Allegheny	X	
American	X	X
Argentinas	X	
Avianca	X	
BOAC	X	X
BWIA	X	
Braniff	X	
Capital	X	
Cunard-Eagle	X	
Delta	X	X
Eastern	X	X
El Al	X	
Flying Tiger		X
Iberia	X	
Icelandic	X	
Irish	X	
KLM	X	X
LAV	X	
Mohawk	X	
National	X	X
New York[2]	X	X
Northeast	X	
Northwest	X	X

PAN AMERICAN

	X	X
Qantas	X	
Riddle		X
SAS	X	
Sabena	X	X

SEABOARD & WESTERN

		X
Swissair	X	X
TSA	X	

TWA

	X	X
Trans-Canada	X	

TRANS CARIBBEAN

	X	X
Transocean	X	
United	X	X
Varig	X	

NEWARK, N. J.

(See New York)

NICE, FRANCE

Air France	X	
Alitalia	X	
BEA[1]	X	X
KLM	X	
Pan American	X	
Royal Air Maroc[1]	X	
SAS	X	
Sabena	X	
Seaboard & Western		X
Swissair	X	
TAI	X	
Tunis[1]	X	
UAT[1]	X	

NICOSIA, CYPRUS

Air Jordan[1]	X	
BEA	X	
Cyprus[1]	X	
El Al	X	
Middle East[1]	X	
Olympic[1]	X	
Seaboard & Western		X

NORFOLK, VIRGINIA

Capital	X	
National	X	
Piedmont	X	

NOUMEA, NEW CALEDONIA

Qantas	X	

NUREMBERG, GERMANY

KLM	X	
Pan American	X	
Seaboard & Western		X

OAKLAND, CALIFORNIA

American	X	
Flying Tiger		X
Pacific	X	
TWA	X	
United	X	
West Coast	X	
Western	X	

OKINAWA, RYUKYUS

CAT	X	
Japan	X	
Northwest	X	X

OKLAHOMA CITY, OKLA.

American	X	
Braniff	X	
Central	X	
Continental	X	
TWA	X	

OMAHA, NEBRASKA

Braniff	X	
Frontier	X	
North Central	X	
Ozark	X	
United	X	X

ORLANDO, FLORIDA

Braniff	X	
Delta	X	X
Eastern	X	
National	X	X
Riddle		X

OSAKA, JAPAN

Japan	X	X

OLSO, NORWAY

BEA[1]	X	
Flugfelag[1]	X	
Icelandic	X	
KLM	X	
Pan American	X	
SAS	X	
Seaboard & Western		X

OTTAWA, ONT., CANADA

	Pass.-Cargo	All-Cargo
Eastern	X	
Transair[1]	X	
Trans-Canada	X	

PALMA, MAJORCA

	Pass.-Cargo	All-Cargo
Air France	X	
BEA[1]	X	
Flugfelag[1]	X	
Iberia	X	
KLM	X	
SAS	X	
Sabena	X	
Seaboard & Western		X
Swissair	X	

PANAMA CITY, R. P.

	Pass.-Cargo	All-Cargo
ASA		X
Avianca	X	
Braniff	X	
Ecuatoriana	X	
Guest	X	
Ini	X	
KLM	X	

LACSA

	Pass.-Cargo	All-Cargo
		X
LAN	X	
LAV	X	
Pan American	X	

PANAGRA

	Pass.-Cargo	All-Cargo
	X	X
Panama	X	
RAS	X	
TACA	X	

PARAMARIBO, SUR.

	Pass.-Cargo	All-Cargo
Air France	X	
KLM	X	
Pan American	X	X[1]

PARIS, FRANCE

	Pass.-Cargo	All-Cargo
Aer Lingus[1]	X	
Aeroflot[1]	X	

AIR FRANCE

	Pass.-Cargo	All-Cargo
	X	
Air India	X	
Air Liban[1]	X	
Alitalia	X	
Argentinas	X	
Avianca	X	
BEA[1]	X	X
El Al	X	
Guest	X	
Iberia	X	
JAT[1]	X	
KLM	X	X
Lebanese[1]	X	
Lufthansa	X	
Olympic[1]	X	
Pan American	X	X
Panair[1]	X	
Royal Air Maroc[1]	X	
SAS	X	
Sabena	X	X

SEABOARD & WESTERN

	Pass.-Cargo	All-Cargo
		X
Swissair	X	
TAI[1]	X	
Trans-Canada	X	
Tunis[1]	X	

TWA

	Pass.-Cargo	All-Cargo
	X	X

UAT

	Pass.-Cargo	All-Cargo
	X[1]	

PEORIA, ILLINOIS

	Pass.-Cargo	All-Cargo
American	X	
Ozark	X	
TWA	X	

PERTH, AUSTRALIA

	Pass.-Cargo	All-Cargo
Qantas	X	

PHILADELPHIA, PA.

	Pass.-Cargo	All-Cargo
Allegheny	X	
American	X	X
Capital	X	
Delta	X	X
Eastern	X	
Flying Tiger		X
National	X	X
Northeast	X	
Pan American	X	X[1]
Riddle		X

TWA

	Pass.-Cargo	All-Cargo
	X	X
United	X	X

PHOENIX, ARIZONA

	Pass.-Cargo	All-Cargo
American	X	
Bonanza	X	
Continental	X	
Frontier	X	
TWA	X	
Western	X	

PITTSBURGH, PA.

	Pass.-Cargo	All-Cargo
Allegheny	X	
American	X	
Capital	X	
Eastern	X	
Lake Central	X	
Northwest	X	

TWA

	Pass.-Cargo	All-Cargo
	X	X
United	X	

POINTE NOIRE, CONGO REP

	Pass.-Cargo	All-Cargo
Air France[6]	X	
UAT[1]	X	

PORT AU PRINCE, HAITI

	Pass.-Cargo	All-Cargo
Delta	X	
Pan American	X	X

PORT GENTIL, F.E.A.

	Pass.-Cargo	All-Cargo
Air France[6]	X	
UAT	X	

PORT MORESBY, PAPUA

	Pass.-Cargo	All-Cargo
Qantas	X	

PORT OF SPAIN, TRINIDAD

	Pass.-Cargo	All-Cargo
Air France	X	
Argentinas	X	
BOAC	X	
BWIA	X	
KLM	X	
LAV	X	
Pan American	X	X
REAL	X	
Trans-Canada	X	
Varig	X	

PORTLAND, OREGON

	Pass.-Cargo	All-Cargo
Alaska	X	
Braniff	X	
Continental	X	
Flying Tiger		X
Northwest	X	X
Pacific	X	
Pacific Northern	X	
Pan American	X	
United	X	X
West Coast	X	
Western	X	

PRAGUE, CZECH.

	Pass.-Cargo	All-Cargo
Air France	X	
Air India[1]	X	
Alitalia	X	
Ariana[1]	X	
BEA[1]	X	
Czech[1]	X	
JAT[1]	X	
KLM	X	
Malev[1]	X	
SAS	X	
Sabena	X	
Seaboard & Western		X
Swissair	X	

PROVIDENCE, R. I.

	Pass.-Cargo	All-Cargo
American	X	
Eastern	X	
Flying Tiger		X
National	X	
Northeast	X	
United	X	

QUITO, ECUADOR

	Pass.-Cargo	All-Cargo
Air France	X	
Avianca	X	
Ecuatoriana	X	X[1]

PANAGRA

	Pass.-Cargo	All-Cargo
	X	X[1]
Panama	X	

RALEIGH, N. C.

	Pass.-Cargo	All-Cargo
Capital	X	
Eastern	X	
Piedmont	X	

RANGOON, BURMA

	Pass.-Cargo	All-Cargo
Air France	X	
BOAC	X	X[7]
Cathay[1]	X	
KLM	X	
Pan American	X	
SAS	X	
Seaboard & Western		X
TAI	X	

READING, PA.

	Pass.-Cargo	All-Cargo
Capital	X	
Eastern	X	
TWA	X	

RECIFE, BRAZIL

	Pass.-Cargo	All-Cargo
Argentinas	X	
KLM	X	
Panair	X	
REAL	X	
SAS	X	
Swissair	X	
Varig	X	

RICHMOND, VA.

	Pass.-Cargo	All-Cargo
American	X	
Capital	X	
Eastern	X	
National	X	
Piedmont	X	

RIO DE JANEIRO, BRAZIL

	Pass.-Cargo	All-Cargo
Air France	X	
Alitalia	X	
Braniff	X	
Iberia	X	
KLM	X	
Lufthansa	X	
Pan American	X	X
Panair	X	
Panagra	X	
RAS[1]	X	
REAL	X	
SAS	X	
Swissair	X	
TSA	X	
Varig	X	

ROANOKE, VIRGINIA

	Pass.-Cargo	All-Cargo
American	X	
Eastern	X	
Piedmont	X	

ROCHESTER, N. Y.

	Pass.-Cargo	All-Cargo
American	X	
Capital	X	
Flying Tiger		X
Mohawk	X	

ROME, ITALY

	Pass.-Cargo	All-Cargo
Air Ceylon[1]	X	
Air France	X	
Air India[1]	X	X

ALITALIA

	Pass.-Cargo	All-Cargo
	X	
Argentinas	X	
BEA	X	X
BOAC	X	X[7]
Canadian Pacific	X	
Central African[1]	X	
El Al	X	
Iberia	X	
Irish	X	
KLM	X	
LAV	X	
Lufthansa	X	
Middle East[1]	X	
Olympic[1]	X	
Pan American	X	X
Panair	X	
Qantas	X	
SAS	X	
Sabena	X	
Seaboard & Western		X
South African[1]	X	
Swissair	X	
TAI	X	

TWA

	Pass.-Cargo	All-Cargo
	X	X
West African[1]	X	

SAIGON, VIETNAM

	Pass.-Cargo	All-Cargo
Air France	X	
Air Vietnam[1]	X	
Cathay[1]	X	
KLM	X	
Pan American	X	
Seaboard & Western		X
TAI	X	

ST. LOUIS, MISSOURI

	Pass.-Cargo	All-Cargo
American	X	X
Braniff	X	
Central	X	
Continental	X	
Delta	X	
Eastern	X	
Ozark	X	

TWA

	Pass.-Cargo	All-Cargo
	X	X

ST. PAUL, MINNESOTA

	Pass.-Cargo	All-Cargo
Braniff	X	
Capital	X	
Eastern	X	
Flying Tiger		X
North Central	X	

NORTHWEST

	Pass.-Cargo	All-Cargo
	X	X
Ozark	X	
Western	X	

ST. PETERSBURG, FLA.

	Pass.-Cargo	All-Cargo
Braniff	X	
Delta	X	
Eastern	X	
Mackey	X	
National	X	
Northeast	X	
Northwest	X	
TWA	X	
Trans-Canada	X	

SALISBURY, S. RHODESIA

	Pass.-Cargo	All-Cargo
Air France	X	
Alitalia	X	
BOAC	X	
Central African[1]	X	
Seaboard & Western		X
South African[1]	X	
UAT[1]	X	

SALT LAKE CITY, UTAH

	Pass.-Cargo	All-Cargo
Bonanza	X	
Braniff	X	
Frontier	X	
United	X	X
West Coast	X	
Western	X	

SAN ANTONIO, TEXAS

	Pass.-Cargo	All-Cargo
American	X	X
Braniff	X	
Continental	X	
Eastern	X	
LAV	X	
Mexicana	X	
Seaboard & Western		X
Trans-Texas	X	

SAN DIEGO, CALIF.

	Pass.-Cargo	All-Cargo
American	X	
Bonanza	X	
Continental	X	
Flying Tiger		X
United	X	X
Western	X	

SAN FRANCISCO, CALIF.

	Pass.-Cargo	All-Cargo
American	X	X
BOAC	X	
Continental	X	
Flying Tiger		X
Japan	X	
Lufthansa	X	
Pacific	X	
Pan American	X	X
Qantas	X	
Seaboard & Western		X

TWA

	Pass.-Cargo	All-Cargo
	X	X
United	X	X
West Coast	X	
Western	X	

SAN JOSE, C. R.

	Pass.-Cargo	All-Cargo
Guest	X	
KLM	X	

LACSA

	Pass.-Cargo	All-Cargo
	X	X
Pan American	X	X
Panagra	X	
TACA	X	X

SAN JUAN, P. R.

	Pass.-Cargo	All-Cargo
Avianca	X	
BWIA	X	
Caribbean Atlantic	X	
Delta	X	
Dominican	X	
Eastern	X	X
Iberia	X	
Pan-American	X	X
Riddle		X

TRANS CARIBBEAN

	Pass.-Cargo	All-Cargo
	X	X

SAN SALVADOR, EL SALV.

	Pass.-Cargo	All-Cargo
ASA		X
KLM	X	
LACSA	X	

LANICA

	Pass.-Cargo	All-Cargo
	X	X
Pan American	X	X
SAHSA	X	

TACA

	Pass.-Cargo	All-Cargo
	X	X
TAN	X	

SANTA MARIA, AZORES

	Pass.-Cargo	All-Cargo
Air France	X	
Avianca	X	
Canadian Pacific[1]	X	
Cubana	X	
Guest	X	
Iberia	X	
KLM	X	
Pan American	X	
TWA	X	

SANTIAGO, CHILE

	Pass.-Cargo	All-Cargo
Argentinas	X	
Canadian Pacific	X	
KLM	X	
LAN	X	
Lufthansa	X	

PANAGRA

	Pass.-Cargo	All-Cargo
	X	X
Panair	X	
Peruanas	X	
SAS	X	
TSA	X	

SAO PAULO, BRAZIL

	Pass.-Cargo	All-Cargo
Air France	X	
Alitalia	X	
Argentinas	X	
Braniff	X	
Iberia	X	
KLM	X	
Lufthansa	X	
Pan American	X	X
Panair	X	
Panagra	X	
REAL	X	
SAS	X	
Swissair	X	
TSA	X	
Varig	X	

SAVANNAH, GEORGIA

	Pass.-Cargo	All-Cargo
Delta	X	
Eastern	X	
National	X	

SCRANTON, PA.

	Pass.-Cargo	All-Cargo
Allegheny	X	
American	X	
Eastern	X	
TWA	X	

SEATTLE, WASH.

	Pass.-Cargo	All-Cargo
Alaska	X	
Flying Tiger		X
Japan	X	
Northwest	X	X
Pacific	X	
Pacific Northern	X	
Pan American	X	
Trans-Canada	X	
United	X	X
West Coast	X	
Western	X	

SEOUL, KOREA

	Pass.-Cargo	All-Cargo
CAT[1]	X	
Cathay[1]	X	
Korean[1]	X	
Northwest	X	X

SHANNON, EIRE

	Pass.-Cargo	All-Cargo
Aer Lingus[1]	X	
Irish	X	
BOAC	X	X[1]
KLM	X	
Pan American	X	X
Seaboard & Western		X
Swissair	X	

TWA

	Pass.-Cargo	All-Cargo
	X	X
Trans-Canada	X	

SINGAPORE, STR. SETT.

	Pass.-Cargo	All-Cargo
Air Ceylon[1]	X	
Air India	X	
BOAC	X	X[1]
Cathay[1]	X	
Japan	X	
KLM	X	
Pan American	X	
Qantas	X	X
Seaboard & Western		X

SOUTH BEND, IND.

	Pass.-Cargo	All-Cargo
Flying Tiger		X
Lake Central	X	
North Central	X	
TWA	X	
United	X	X

SPOKANE, WASH.

	Pass.-Cargo	All-Cargo
Northwest	X	X
United	X	
West Coast	X	

SPRINGFIELD, MASS.

	Pass.-Cargo	All-Cargo
American	X	
Eastern	X	
Flying Tiger		X
Mohawk	X	
TWA	X	
United	X	X

STOCKHOLM, SWEDEN

	Pass.-Cargo	All-Cargo
Aero O/Y[1]	X	
Aeroflot[1]	X	
Air France	X	
BEA[1]	X	
Czech[1]	X	
KLM	X	
Lufthansa	X	
Malev[1]	X	
Pan American	X	

SAS

	Pass.-Cargo	All-Cargo
	X	
Sabena	X	X

SEABOARD & WESTERN

	Pass.-Cargo	All-Cargo
		X
Swissair	X	

STUTTGART, GERMANY

	Pass.-Cargo	All-Cargo
KLM	X	
Pan American	X	X
SAS	X	X
Sabena	X	X

SEABOARD & WESTERN

	Pass.-Cargo	All-Cargo
		X

SWISSAIR

SYDNEY, AUSTRALIA

	Pass.-Cargo	All-Cargo
Air France	X	
Air India	X	
BOAC	X	X[1]
Canadian Pacific[1]	X	
Cathay[1]	X	
Pan American	X	

QANTAS

	Pass.-Cargo	All-Cargo
	X	X
Seaboard & Western		X
TAA	X	
TAI	X	
TEAL	X	

TACOMA, WASH.

(See Seattle)

TAIPEI, FORMOSA

CAT

	Pass.-Cargo	All-Cargo
	X	
Cathay Pacific[1]	X	
Japan	X	
Northwest	X	
Seaboard & Western		X

TALARA, PERU

	Pass.-Cargo	All-Cargo
Faucett[1]	X	
Panagra	X	X[1]

TAMPA

	Pass.-Cargo	All-Cargo
Capital	X	
Delta	X	X
Eastern	X	

	Pass.-Cargo	All-Cargo
Mackey	X	
National	X	
Northeast	X	
Northwest	X	
Riddle		X
TWA	X	

TANGIER, MOROCCO

Air France	X	
Gibraltar[1]	X	
Iberia	X	
Sabena	X	
Royal Air Maroc	X	
Seaboard & Western		X

TEGUCIGALPA, HOND.

Pan American	X	X
Peruanas	X	
SAHSA	X	
TACA	X	X
TAN	X	

TEHERAN, IRAN

Air France	X	
Alitalia	X	
Ariana[1]	X	
Iranair[1]	X	
KLM	X	
Lebanese[1]	X	
Lufthansa	X	
Middle East[1]	X	
Pan American	X	
Qantas	X	
SAS	X	
Sabena	X	
Seaboard & Western	X	
TAI	X	

SWISSAIR

	X	

TEL AVIV, ISRAEL

Air France	X	
Alitalia	X	
	Pass.-Cargo	All-Cargo
BEA[1]	X	
BOAC	X	
Cyprus[1]	X	
El Al	X	
KLM	X	
Olympic[1]	X	
Sabena	X	
Seaboard & Western		X
Swissair	X	
TWA	X	

TOKYO, JAPAN

Air France	X	
Air India	X	
BOAC	X	
CAT[1]	X	
Canadian Pacific[1]	X	
Cathay[1]	X	

JAPAN

	X	X
KLM	X	
Northwest	X	X
Pan American	X	X
Qantas	X	
SAS	X	
Seaboard & Western		X
Swissair	X	
TAI	X	

TOLEDO, OHIO

Capital	X	
Delta	X	
Eastern	X	
Flying Tiger		X
Lake Central	X	
TWA	X	
United	X	

TORONTO, ONT., CANADA

American	X	
Canadian Pacific[1]	X	
Trans-Canada	X	X

TRIPOLI, LIBYA

Alitalia	X	
BEA[1]	X	
BOAC	X	
KLM	X	
Sabena	X	
Seaboard & Western		
UAT	X	

TUCSON, ARIZONA

American	X	
Frontier	X	
TWA	X	

	Pass.-Cargo	All-Cargo

TULSA, OKLAHOMA

American	X	
Braniff	X	
Central	X	
Continental	X	
TWA	X	

TUNIS, TUNISIA

Air France	X	
Alitalia	X	
KLM	X	
Tunis[1]	X	
TWA	X	

TURIN, ITALY

Alitalia	X	

VANCOUVER, B. C., CANADA

Canadian Pacific	X	
Pacific Western[1]	X	
Qantas	X	
Trans-Canada	X	X
United	X	

VICTORIA, B. C., CANADA

Trans-Canada	X	X

VIENNA, AUSTRIA

Air France	X	
Alitalia	X	
Austrian[1]	X	
BEA[1]	X	
El Al	X	
KLM	X	
Lufthansa	X	
Middle East[1]	X	
Pan American	X	X
SAS	X	
Sabena	X	
Seaboard & Western		X

SWISSAIR

	X	
Trans-Canada	X	

WAKE ISLAND

BOAC	X	
Japan	X	
Pan American	X	X
Transocean	X	

WARSAW, POLAND

Air France	X	
BEA[1]	X	
Czech[1]	X	
KLM	X	
LOT[1]	X	
Sabena	X	
SAS	X	
Seaboard & Western		X
Swissair	X	

WASHINGTON, D. C.

Allegheny	X	
American	X	X
Braniff	X	
Capital	X	
Cubana	X	
Delta	X	X
Eagle	X	
Eastern	X	
National	X	
Northeast	X	
Northwest	X	
Pan American	X	X
Piedmont	X	
Seaboard & Western		X
TWA	X	
United	X	

WEST PALM BEACH, FLA.

Delta	X	
Eastern	X	
Mackey	X	
National	X	
Riddle		X

WHEELING, W. VA.

Allegheny	X	
Capital	X	
TWA	X	

WICHITA, KANSAS

Braniff	X	X
Central	X	
Continental	X	
Ozark	X	
TWA	X	

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	Pass.-Cargo	All-Cargo

WILKES-BARRE, PA.

Allegheny	X	
American	X	
Eastern	X	
TWA	X	

WILMINGTON, DEL.

Allegheny	X	
American	X	
Eastern	X	

WINNIPEG, MAN., CANADA

Canadian Pacific[1]	X	
Northwest	X	
SAS	X	
Transair[1]	X	
Trans-Canada	X	X

YAOUNDE, CAMEROONS

Air France[6]	X	
UAT[1]	X	

ZURICH, SWITZERLAND

Air France	X	
Air India	X	X
Alitalia	X	
Austrian[1]	X	
BEA[1]	X	
BOAC	X	X[7]
Czech[1]	X	
El Al	X	
Iranair[1]	X	
Irish	X	
JAT[1]	X	
KLM	X	X
LOT[1]	X	
Lufthansa	X	
Malev[1]	X	
Olympic[1]	X	
Panair[1]	X	
Qantas	X	
SAS	X	
Sabena	X	
South African	X	

SEABOARD & WESTERN

		X

SWISSAIR

	X	X

TWA

	X	X
Trans-Canada	X	

DOMESTIC TRUNK AND LOCAL SERVICE AIRLINES WITH INTERNATIONAL AIRLINES SERVING THE UNITED STATES

▲ INTERNATIONAL AIR CARRIERS ▼ / DOMESTIC AIR CARRIERS ➤	ALLEGHENY	AMERICAN	BONANZA	BRANIFF	CAPITAL	CENTRAL	CONTINENTAL	DELTA	EASTERN	FLYING TIGER	FRONTIER	MOHAWK	NATIONAL	NEW YORK	NORTHEAST	NORTHWEST	OZARK	PACIFIC	PIEDMONT	RIDDLE	SOUTHERN	TWA	TRANS-TEXAS	UNITED	WEST COAST	WESTERN
ASA				X	X			X	X				X		X	X				X		X		X		
AERLINTE						X		X					X			X			X	X		X		X		X
AERONAVES								X					X			X						X		X		
AEROVIAS PANAMA																X						X		X		
AIR FRANCE		X		X	X	X	X	X	X	X	X		X	X	X	X		X	X	X		X		X	X	X
AIR INDIA						X		X	X							X								X		X
ALITALIA	X	X		X	X	X	X	X	X	X		X	X	X	X	X			X	X		X		X		X
AMERICAN	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
ARGENTINE		X		X					X				X			X				X		X		X		X
AVENSA		X	X	X	X	X	X	X	X	X	X		X	X	X	X			X	X		X	X	X	X	X
AVIANCA		X	X	X	X	X		X	X	X	X		X	X		X	X	X	X	X		X	X	X	X	X
AVIATECA	X	X	X	X	X	X		X	X						X	X				X		X	X	X	X	X
BOAC	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X
BRANIFF	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CANADIAN PACIFIC		X		X		X			X						X	X						X		X		X
CINTA									X				X			X				X		X		X		
CUBANA		X		X		X			X		X		X			X				X		X		X		X
DELTA		X		X	X	X			X	X	X		X			X			X	X		X	X	X	X	X
DOMINICANA								X											X			X		X		X
EAGLE (BERMUDA)								X											X	X		X				
EASTERN	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
ECUATORIANA																						X		X		
EL AL	X	X	X		X				X	X	X		X	X		X		X	X	X	X	X	X	X	X	X
GUEST	X	X		X				X	X	X	X		X			X		X		X		X	X	X	X	X
IBERIA		X		X	X			X	X				X	X	X	X				X		X		X		X
ICELANDIC		X							X													X		X		
INI		X		X	X			X	X				X		X	X				X		X		X		
JAPAN		X	X	X	X	X	X	X	X	X	X		X	X		X		X	X	X		X		X		X
KLM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
LACSA		X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X		X		X	X	X
LAN-CHILE																				X		X		X		
LANICA																X				X		X		X		
LAV		X		X	X	X			X	X			X	X	X	X				X		X		X		X
LUFTHANSA		X		X	X	X		X	X	X		X	X	X		X			X	X		X		X	X	X
MACKEY													X			X				X		X		X		
MEXICANA		X		X					X				X						X	X		X		X		X
NATIONAL	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X
NORTHEAST								X								X				X		X		X	X	X
NORTHWEST	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X
PAN AMERICAN		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X
PANAGRA		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X		X
"Q" AIRWAYS																						X		X		
QANTAS		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X
RANSA		X			X				X	X			X		X	X				X		X		X		
REAL		X		X	X		X	X	X	X			X		X	X	X		X	X	X	X	X	X	X	X
SAM					X			X					X		X	X				X		X		X		
SAS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
SABENA	X	X			X	X		X	X	X		X	X		X	X			X	X		X		X		X
SEABOARD & WESTERN	X	X		X	X		X	X	X	X			X		X	X			X	X		X		X		X
SWISSAIR		X	X	X	X		X	X	X	X	X		X	X	X	X	X			X		X	X	X	X	X
TACA	X	X			X		X		X	X	X		X		X	X				X	X	X	X	X	X	X
TAN		X			X		X		X	X	X		X		X	X				X		X		X		X
TWA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
TRANS-CANADA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
TRANS CARIBBEAN	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
TRANSCONTINENTAL		X		X	X		X	X	X				X		X	X				X		X		X		
UMCA		X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X		X	X	X	X	
UNITED	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
VARIG	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
WESTERN				X	X	X	X	X			X		X			X		X		X		X		X	X	

CARGO AGREEMENTS

ALASKA, HAWAII & TERRITORIAL AIRLINES WITH U. S. & FOREIGN AIRLINES

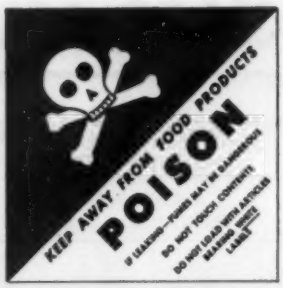
ALASKA, HAWAII AND TERRITORIAL AIR CARRIERS													
ALASKA[1]	ALASKA COASTAL[1]	ALOHA[2]	CORDOVA[1]	ELLIS[1]	HAWAIIANS[2]	MUNZ[1]	NORTHERN CONSOLIDATED[3]	PACIFIC NORTHERN[1]	REEVE ALEUTIAN[1]	TRANS-PACIFIC[2]	WIEN ALASKA[1]	CARIBBEAN-ATLANTIC[3]	OTHER AIR CARRIERS
	X		X	X	X		X	X			X	X	AIR FRANCE
	X		X	X			X	X	X	X	X		ALASKA
X								X		X			ALLEGHENY
X			X					X		X			AMERICAN
													ARGENTINE
X								X		X			BONANZA
X			X	X				X					BRANIFF
X								X		X			CAPITAL
			X			X		X					CENTRAL
X								X		X			CONTINENTAL
			X										CUBANA
X			X	X				X					DELTA
X	X	X	X	X	X		X	X			X	X	EASTERN
X				X				X		X			FRONTIER
X					X			X		X			JAPAN
X	X			X	X		X	X			X	X	KLM
X	X		X	X	X			X			X		LACSA
X	X		X	X	X		X	X	X	X	X		NATIONAL
X								X		X			NORTH CENTRAL
X								X		X			NORTH'N CONSOL.
X								X		X			NORTHEAST
X	X		X	X	X		X	X	X		X		NORTHWEST
X								X		X			PACIFIC
X										X			PACIFIC NORTH'N
X	X		X	X	X	X	X	X		X	X	X	PAN AMERICAN
X								X		X			PIEDMONT
	X				X			X					REAL
X								X					RIDDLE
X			X	X				X		X			SAS
X								X					SEABOARD
X								X		X			SOUTHERN
X	X			X	X		X	X			X		TRANS-CANADA
								X				X	TRANS-CARIB.
X								X	X		X		TRANS-PACIFIC
X	X	X	X	X	X		X	X		X	X		TWA
X	X	X	X	X	X	X	X	X	X	X	X		UNITED
X	X							X	X	X	X		WEST COAST
X			X	X				X		X			WESTERN

[1] *Alaskan carrier.*
[2] *Hawaiian carrier.*
[3] *Puerto Rican carrier.*

U. S. AIRLINES WITH FOREIGN AIRLINES NOT SERVING U. S.

FOREIGN AIR CARRIERS ↓ / U. S. AIR CARRIERS →	AMERICAN	BRANIFF	CENTRAL	DELTA	EASTERN	FRONTIER	NORTHWEST	PAN AMERICAN	PANAGRA	RIDDLE	SEABOARD & WEST'N	TWA	UNITED	WESTERN
ADEN												X	X	
AER LINGUS	X	X	X	X	X	X	X	X	X		X	X	X	X
AERO O/Y	X	X		X	X	X	X	X	X	X		X	X	X
AERO TRANSPORTES	X	X			X		X	X	X		X	X	X	
AEROFLOT								X	X			X		
AEROLINEAS PERUANAS				X									X	X
AIR ALGERIE	X				X			X	X		X	X	X	
AIR CEYLON					X			X	X			X	X	
AIR CHARTER													X	
AIR JORDAN		X		X	X	X	X	X	X			X	X	
AIR LIBAN	X		X	X	X		X	X	X	X		X	X	
AIR MADAGASCAR													X	
AIR MAROC							X					X	X	
AIR VIETNAM					X			X	X			X	X	
AIRVIEWS													X	
AIRWORK	X	X		X	X	X	X	X	X	X	X	X	X	X
AQUILA								X	X			X	X	
ARAB	X	X					X				X	X	X	
ARIANA								X	X			X	X	
ARKIA												X		X
AUSTRALIAN NAT					X		X	X	X			X	X	
AVIACO					X			X	X			X	X	
BEA	X	X	X	X	X		X	X	X		X	X	X	X
BKS		X		X				X				X	X	
BWIA	X	X	X	X	X		X	X	X	X		X	X	X
BAHAMAS					X			X	X			X	X	
BRAATHENS					X		X	X	X		X	X	X	
CAT	X	X		X	X	X	X	X	X		X	X	X	X
COPA	X			X	X			X	X			X	X	
CAMBRIAN					X							X	X	
CATHAY	X	X		X	X		X	X	X			X	X	X
CENTRAL AFRICAN					X			X	X			X	X	
CESKOSLOVENSKE					X		X	X	X		X	X	X	
CRUZEIRO							X	X	X			X	X	X
CYPRUS	X			X	X		X	X	X		X	X	X	
DERBY									X				X	
DETA					X			X	X		X	X	X	
DTA					X			X			X	X		
DOMINICANA	X	X					X	X	X	X		X	X	X
EAGLE (BRITAIN)	X	X		X	X		X	X	X	X		X	X	X
EAST AFRICAN	X	X	X	X	X		X	X	X		X	X	X	X
ETHIOPIAN					X		X	X	X		X	X	X	
FAUCETT								X	X				X	
FIJI								X	X				X	
FINNAIR				X			X	X	X			X	X	
FLUGFELAG	X			X	X		X	X	X		X	X	X	
GARUDA	X	X	X	X	X		X	X	X			X	X	X
GIBRALTAR												X	X	
HONG KONG											X	X	X	
HUNTING CLAN	X	X	X	X	X	X	X	X	X	X	X	X	X	X
INDIAN						X	X	X	X	X		X	X	X
IRANIAN	X	X			X		X	X	X		X	X	X	
IRAQI					X			X	X		X	X	X	
JERSEY	X	X		X	X	X	X					X	X	X
JUGOSLOVENSKI					X			X	X		X	X	X	
KAR AIR												X	X	
KOREAN								X	X			X	X	
KUWAIT							X	X	X		X	X	X	
LLOYD					X			X	X			X	X	
MARITIME CENTRAL					X			X	X			X	X	
MALAYAN								X	X			X	X	
MIDDLE EAST	X			X	X	X		X	X	X	X	X	X	
MISRAIR								X	X		X	X	X	
MORTON					X							X	X	
NEW ZEALAND					X			X	X			X	X	
NORDAIR													X	
OLLEY					X							X	X	
OLYMPIC			X	X	X		X	X	X		X	X	X	X
PACIFIC WESTERN												X	X	
PAKISTAN					X		X	X	X		X	X	X	
PANAIR					X			X	X			X	X	
PHILIPPINE	X	X	X	X	X		X	X	X			X	X	X
PLUNA								X	X					
QUEBECAIR					X		X					X	X	
RAS				X	X		X				X	X	X	
SAFE				X								X	X	
SAHSA	X	X			X		X	X	X			X	X	X
SASKATCHEWAN													X	
SAUDI ARABIAN								X	X			X		
SCOTTISH													X	
SKYWAYS (U. K.)					X			X				X	X	
SOUTH AFRICAN	X	X	X	X	X	X	X	X	X		X	X	X	X
SUDAN								X				X	X	
SYRIAN								X				X	X	
TAP					X			X	X		X	X	X	
TASMAN	X	X	X	X	X	X	X	X	X	X		X	X	
THAI	X							X	X			X	X	
TRANSAIR												X	X	
TRANS-AUSTRALIA	X	X		X	X		X	X	X	X	X	X	X	X
TRANS MAR												X	X	
TUNIS								X	X			X	X	
TURKISH			X					X	X			X	X	
UAT	X			X	X		X	X	X		X	X	X	X
UBA					X			X	X		X	X	X	
VASP								X				X	X	
WEST AFRICAN	X	X		X	X	X	X	X	X			X	X	X

STANDARDIZED LABELS FOR INTERNATIONAL AIR SHIPMENT

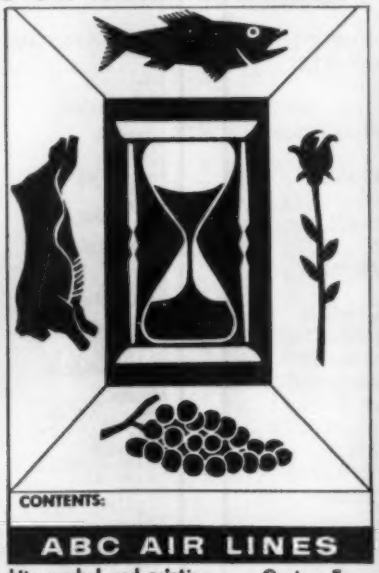


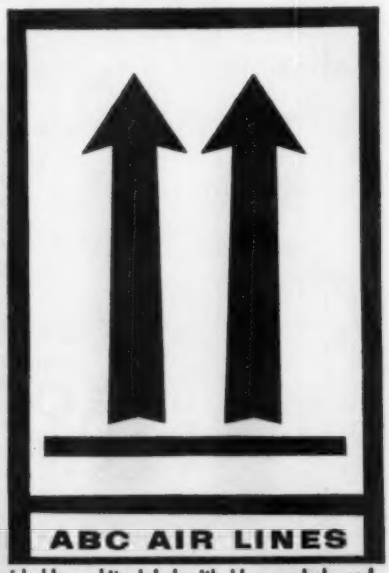
SPECIAL RESTRICTED CARGOES . . .

Top, Right: For poison, poison gas, and tear gas; white label with red printing . . . Above, Left to Right: For acids, alkaline, caustic liquids, and corrosive liquids; white label with black printing . . . For flammable liquids and flammable compressed gases; red label with black printing . . . For flammable solids and oxidizing materials; yellow label with black printing . . . For nonflammable compressed gases; green label with black printing.

Left to Right: For explosives; red label with black printing . . . For radioactive materials (Groups 1 and 2); white label with red printing . . . For radioactive materials (Group 3); white label with blue printing . . . For aircraft differentiating; orange label with black printing.

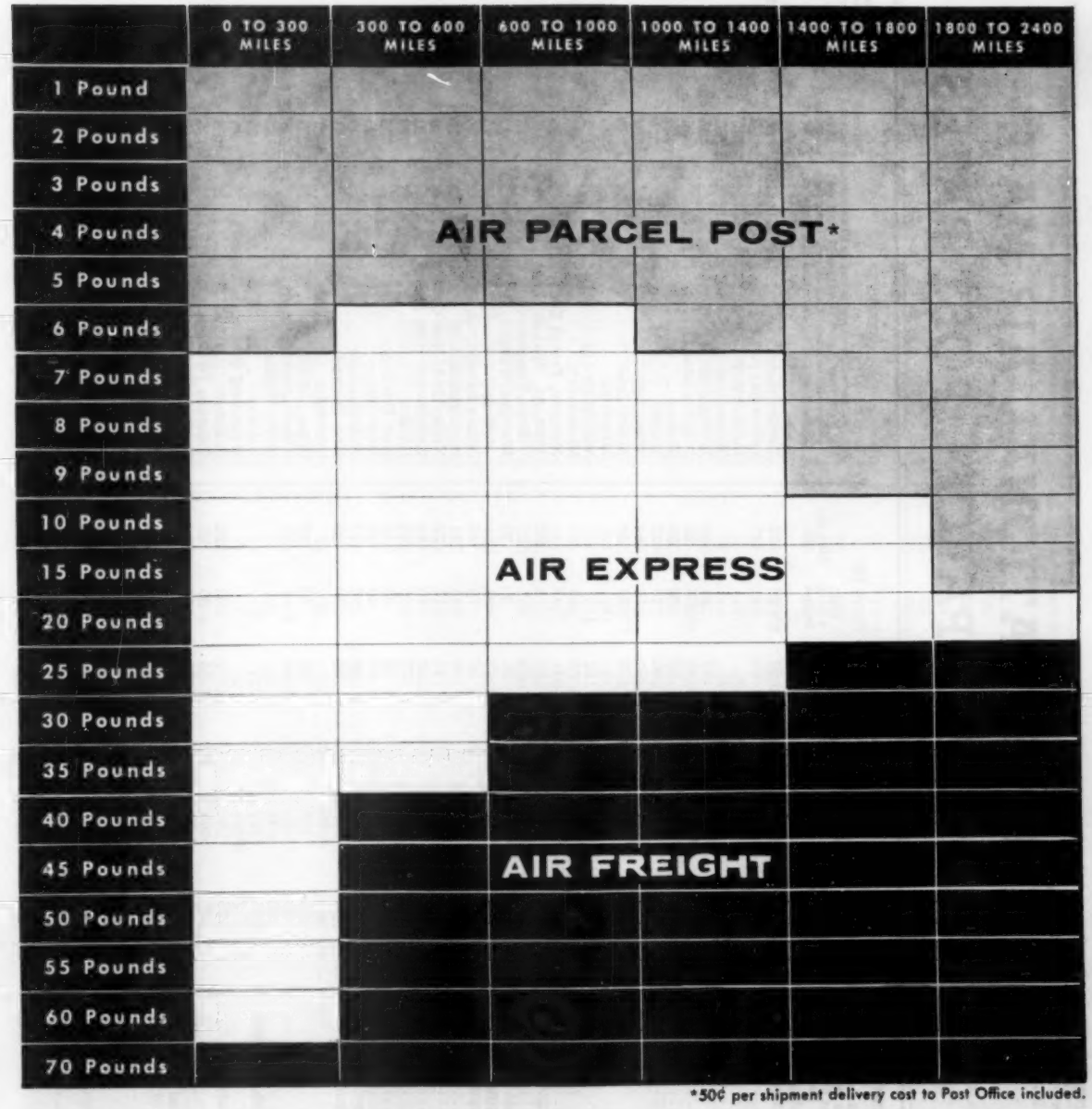
SPECIAL CONSIGNMENTS ON NORMAL CARGO





Left: For delicate commodities; red label with white symbol and printing . . . Center: For perishables; white label with blue symbols and white printing . . . Right: "This Side Up" white label with black symbol and printing.

Air Cargo Service Selection Chart



*50¢ per shipment delivery cost to Post Office included.

Designed by Delta Air Lines, this chart provides an excellent guide for shippers who are puzzled over whether to specify air freight, air express, or air parcel post. Made up for shipments of up to 70 pounds destined to consignees up to 2,400 miles away, Delta's chart at a glance provides the answer to the question of which one of the door-to-door shipping possibilities offers the most economical service. Consult this chart. It will save you money.

INTERNATIONAL AIR MAIL AND AIR PARCEL POST RATES

COUNTRY Air Letter Sheets—10 cents each to all countries. Air Mail Post Cards (Single)—10 cents each to all countries except Canada (4¢), Cuba (8¢), Mexico (4¢), and St. Pierre and Miquelon (8¢).	Air mail letters and letter packages. Per ½ oz.	Other Articles[1] (prints, samples, small packets etc.) First 2 oz. or fraction	Addl. 2 oz. or fraction	Air Parcel Post First 4 oz. or fraction	Addl. 4 oz. or fraction	Max. wt., lb.
	Cents					
Aden	25	$0.60	$0.40	$1.50	$0.75	22
Afganistan	25	.68	.47	1.61	.91	11
Albania	15	.46	.25	....	....	....
Algeria	15	.48	.28	....	....	....
Andorra (Rep.)	15	.45	.25	1.22	.44	44
Angola	25	[2].63	.43	1.45	0.83	22
Anguilla	10	.33	.13	.50	.20	22
Antigua	10	.33	.13	.50	.20	22
Argentina	[4] 10	.58	.38	1.51	.76	44
Aruba	10	.38	.18	.72	.36	44
Ascension Island	15	.42	.21	....	....	....
Australia	25	.84	.63	1.62	1.27	11
Austria	15	.45	.24	1.05	.49	22
Azores	[4] 15	[2].41	.20	.71	.44	11
Bahamas	10	.28	.07	.83	.14	22
Barbados	10	.38	.17	.65	.35	22
Barbuda	10	.33	.13	.50	.20	22
Bechuanaland Protectorate	25	[2].68	.47	1.31	.94	11
Belgian Congo	25	.59	.38	1.38	.79	44
Belgium	15	.42	.21	.98	.43	44
Bermuda	10	.27	.06	.76	.13	22
Bolivia	[3] 10	.40	.20	1.08	.40	44
Bonaire	10	.38	.18	.72	.36	44
Brazil	[4] 10	.55	.35	1.48	.64	[4] 44
British Guiana	10	.40	.19	1.07	.39	22
British Honduras	10	.30	.10	.80	.20	22
British Virgin Islands	10	.33	.13	.50	.20	22
Brunei	25	1.00	.80	....	....	....
Bulgaria	15	.46	.25	.83	.50	22
Burma	25	[2].90	.70	2.15	1.51	22
Cambodia	25	.92	.72	....	....	....
Cameroons, British & French	25	.62	.42	....	....	....
Canada (per oz.)	7	(1)(2)	....	....	....	....
Cape Verde Islands	25	.49	.28	1.19	.52	22
Ceylon	25	.69	.49	1.75	1.00	22
Chile	10	[2].48	.28	1.31	56	22
China, Continental	[3] 25	[2].65	.45	....	....	....
China, Republic of	[3] 25	[2].65	.45	1.43	1.08	[4] 44
Colombia	[3] 10	[2].39	.19	1.21	.40	44
Corsica	15	.42	.21	1.22	.44	44
Costa Rica	10	.34	.14	.79	.29	44
Cuba	10	[2].28	.07	[5] 1.10	.15	22
Curacao	10	.38	.18	.72	.36	44
Cyprus	25	.50	.30	1.30	.60	22

COUNTRY Air Letter Sheets—10 cents each to all countries. Air Mail Post Cards (Single)—10 cents each to all countries except Canada (4¢), Cuba (8¢), Mexico (4¢), and St. Pierre and Miquelon (8¢).	Air mail letters and letter packages. Per ½ oz.	Other Articles[1] (prints, samples, small packets etc.) First 2 oz. or fraction	Addl. 2 oz. or fraction	Air Parcel Post First 4 oz. or fraction	Addl. 4 oz. or fraction	Max. wt., lb.
	Cents					
Liechtenstein	15	$0.43	$0.22	$0.92	$0.46	44
Lithuania	[4] 15	[2].52	.31	1.66	.63	22
Luxembourg	15	.42	.21	.98	.43	44
Macao	25	.79	.59	2.24	1.39	22
Madagascar	25	.66	.45	1.45	.81	11
Madeira Islands	[4] 15	[2].44	.24	.75	.50	22
Malaya	25	.90	.70	1.75	1.00	22
Malta	15	.45	.25	1.10	.50	22
Martiniquo	10	.35	.15	.65	.25	11
Mauritania	25	.53	.33	....	....	....
Mauritius	25	.69	.48	....	....	....
Mexico (per oz.)	7	.30	.09	.64	.18	44
Montserrat	10	.33	.13	.50	.20	22
Morocco, French Zone	15	.45	.25	1.19	.54	44
Morocco, Spanish Zone, incl. Sp. Zone, Tangier	15	[2].45	.25	1.19	.54	11
Morocco, Tangier, British & French offices	15	.45	.25	1.19	.54	44
Nauru Island	25	.84	.63	....	....	....
Netherlands	15	.42	.21	.89	44	44
Netherlands New Guinea	25	.94	.73	2.04	1.41	11
Netherlands West Indies	10	.38	.18	.72	.36	44
Nevis	10	.33	.13	.50	.20	22
New Caledonia	25	.89	.68	1.68	1.04	44
New Guinea	25	.94	.73	1.75	1.39	11
New Hebrides	25	.84	.63	....	....	....
New Zealand	25	.79	.59	1.82	1.17	22
Nicaragua	10	.35	.14	.80	.29	44
Niger	25	.53	.33	....	....	....
Nigeria	25	.54	.34	1.25	.65	[4] 22
North Borneo	25	1.00	.80	....	....	....
Norway	15	.43	.23	1.02	.47	44
Nyasaland Protectorate	25	.76	.55	....	....	....
Pakistan	25	[2].63	.43	1.63	.84	22
Palestine (Western Arab)	25	.53	.32	....	....	....
Panama (Rep.)	[4] 10	[2].33	.13	.91	.21	44
Papua (British New Guinea)	25	.84	.63	1.75	1.39	11
Paraguay	10	[2].50	.30	1.00	.50	44
Persian Gulf Ports	25	.60	.40	1.35	.75	22
Peru	[4] 10	[2].45	.25	1.23	.37	44
Philippines (Rep. of)	25	.81	.60	1.81	1.26	[4] 44
Poland	15	.46	.25	1.06	.52	44
Portugal	15	[2].41	.20	.71	.44	[4] 22
Portuguese E. Africa (Mozambique)	25	[2].69	.49	1.63	1.00	22

Czechoslovakia	15	.44	.23	.88	.48	44
Dahomey	25	.53	.33	....	....	....
Denmark	15	.43	.23	.97	.47	44
Dominica	10	....	....	....	....	....
Dominican Republic	10	.31	.11	.86	.22	44
Ecuador	[4] 10	.36	.16	1.24	.33	44
Egypt	15	[2] .52	.31	1.35	.64	22
Eritrea	25	.58	.37	1.30	.73	44
Estonia	[4] 15	[2] .52	.31	1.66	.63	22
Ethiopia	25	.59	.39	1.34	.76	44
Falkland Islands	10	.58	.38	1.26	.76	22
Faroe Islands	15	.43	.23	.97	.47	44
Fiji Islands	25	.70	.50	1.67	1.00	22
Finland	15	[2] .46	.25	.88	.51	44
France, incl. Monaco & Saar	15	.42	.21	1.22	.44	44
French Equatorial Africa	25	.65	.45	1.49	.93	44
French Guiana	10	.42	.22	.79	.44	11
French Guiana	25	.53	.33	....	....	....
French India	25	.65	.45	1.75	.90	22
French Oceania	25	.80	.59	....	....	....
French Somaliland	25	.59	.38	1.36	.72	22
French Sudan	25	.53	.33	....	....	....
French Togoland	25	.53	.33	....	....	....
Gambia	25	.63	.43	1.16	.67	22
Germany	15	.43	.22	.95	.45	[4] 44
Ghana	25	.52	.31	1.18	.64	22
Gibraltar	15	.45	.25	.75	.50	22
Gilbert & Ellice Islands	25	.84	.63	....	....	....
Great Britain and Northern Ireland	15	.41	.20	1.00	.41	22
Greece, incl. Crete & Dodecanese Islands	15	.48	.28	1.07	.57	22
Grenada & Grenadines	10	.38	.17	1.01	.34	22
Guadeloupe	10	.34	.14	.65	.20	11
Guatemala	[4] 10	[2] .33	.12	1.01	.25	44
Haiti	10	[2] .31	.10	.72	.21	44
Honduras (Rep.)	10	.34	.14	.78	.28	[4] 44
Hong Kong	25	.90	.70	1.74	1.39	22
Hungary	[4] 15	[4] .45	.25	.86	.51	44
Iceland	15	[2] .37	.16	.89	.33	44
India	25	[2] .64	.44	1.70	.96	22
Indonesia	25	.85	.65	1.75	1.00	11
Iran	25	.56	.35	1.47	.72	22
Iraq	25	[2] .56	.35	1.47	.72	44
Ireland (Eire)	15	[2] .39	.18	.97	.37	15
Israel, State of	25	.52	.31	1.42	.67	22
Italy, incl. San Marino	[3] 15	[2] .45	.24	1.08	.50	44
Ivory Coast & Upper Volta	25	.53	.33	....	....	....
Jamaica	10	.30	.10	.95	.18	22
Japan	[3] 25	.65	.45	1.27	.91	22
Jordan	25	.53	.32	1.27	.65	22
Kenya	25	.65	.45	1.35	.85	11
Korea	[4] 25	[2] .70	.49	1.37	1.01	22
Labuan	25	[2] 1.00	.80	....	....	....
Laos	25	.92	.72	2.06	1.34	22
Latvia	[4] 15	[2] .52	.31	1.66	.63	22
Lebanon (Rep.)	25	.52	.31	1.22	.64	[4] 44
Leeward Islands (except Antigua)	10	.33	.13	.50	.20	22
Liberia	25	.48	.27	.86	.56	22
Libya	15	.47	.27	1.18	.55	22
Portuguese India	25	[2] .65	.45	1.83	.88	11
Portuguese Timor	25	[2] 1.00	.80	....	....	....
Portuguese West Africa	25	[2] .63	.43	....	....	....
Réunion Island	25	.68	.47	1.33	.83	44
Rhodesia, Northern & Southern	25	.76	.55	....	....	....
Rumania	[3] 15	[2] .45	.25	....	....	....
Ryukyu Islands	[3] 25	.65	.45	1.27	.91	22
Saba	10	.38	.18	.72	.36	44
St. Christopher (St. Kitts)	10	.33	.13	.50	.20	22
St. Eustatius	10	.38	.18	.72	.36	44
St. Helena	25	.68	.47	1.31	.94	11
St. Lucia	10	.38	.17	1.01	.34	22
St. Martin (Neth. part)	10	.38	.18	.72	.36	44
St. Pierre & Miquelon (per oz.)	8	....	....	....	....	....
St. Vincent	10	.38	.17	....	....	....
Salvador, El	[3] 10	[4] .33	.13	1.02	.26	44
Samoa, Western (British)	25	.73	.53	1.70	1.05	22
Santa Cruz Islands	25	.84	.63	....	....	....
Sarawak	25	.99	.78	2.18	1.57	22
Saudi Arabia	[4] 25	.60	.40	1.60	.80	[4] 22
Senegal	25	.44	.23	.90	.50	44
Seychelles	25	.74	.54	....	....	....
Sierra Leone	25	.62	.41	1.46	.56	22
Solomon Islands	25	.84	.63	1.99	1.43	11
Somalia	25	.62	.42	1.56	.78	22
Somaliland Protectorate	25	.60	.39	....	....	22
South West Africa	25	.68	.47	1.31	.94	11
Spain, incl. Canary & Balearic Islands & Spanish offices in N. Africa	15	.45	.25	1.25	.50	[4] 44
Spanish Guinea	[3] 25	.61	.40	1.34	.72	44
Spanish West Africa	[3] 25	.52	.31	....	....	....
Sudan	25	[2] .57	....	1.62	.78	22
Surinam	10	.41	.20	.92	.41	44
Sweden	15	.45	.24	.85	.49	44
Switzerland	15	.43	.22	.92	.46	44
Syria	25	.52	.31	1.22	.64	[4] 44
Taiwan (Formosa)	[3] 25	[2] .65	.45	1.43	1.08	[4] 44
Tanganyika	25	.65	.45	1.35	.85	11
Thailand	25	.95	.75	2.29	1.50	22
Tibet	25	[2] .64	.44	1.70	.96	11
Togo	25	.53	.33	1.15	.65	44
Tonga (Friendly) Islands	25	.72	.51	1.39	1.03	11
Trieste (Free Territory)	[4] 15	[2] .45	.24	1.08	.50	22
Trinidad & Tobago	10	.38	.17	1.03	.35	22
Tristan da Cunha	25	.68	.47	1.31	.94	11
Tunisia	15	.47	.26	1.11	.54	44
Turkey	[4] 15	[4] .49	.28	1.15	.57	44
Turks Island	10	.30	.10	.94	.19	22
Uganda	25	.65	.45	1.35	.85	11
Union of South Africa	25	[2] .68	.47	1.31	.94	11
Union of Soviet Socialist Reps.	[4] 15	[2] .52	.31	1.66	.63	44
Upper Volta	25	.50	.30	....	....	....
Uruguay	[4] 10	.58	.38	1.26	.76	44
Vatican City State	15	[2] .45	.24	1.08	.50	44
Venezuela	[3] 10	.38	.18	1.27	.36	44
Viet-Nam	25	[2] .92	.72	2.06	1.44	22
Windward Islands	10	.38	.17	1.01	.34	22
Yemen	25	.59	.38	....	....	....
Yugoslavia	[4] 15	.43	.22	.87	.52	44
Zanzibar and Pemba	25	.65	.45	1.35	.85	11

1 When no special rate is shown in "Other articles" column the air mail letter rate to the country concerned applies.
2 Small packets not accepted.
3 Merchandise prohibited in letters or letter packages.
4 Restrictions apply. Consult Post Office.
5 Packages weighing 8 ounces or less may not be sent as parcel post.

HOW THE UNITED STATES TRUNK LINES AND CERTIFICATED ALL-CARGO LINES RANK IN DOMESTIC AIR FREIGHT AND AIR EXPRESS TRAFFIC 1953-59

NOTE: Parenthesized figures indicate ton-miles flown. All-cargo lines are distinguished by bold type.

AIR FREIGHT

	1953	1954	1955	1956	1957	1958	1959
1.	American (52,314,000)	American (53,909,000)	American (67,011,000)	American (74,800,000)	American (82,408,000)	American (91,160,000) [1]	American (100,200,000) [1]
2.	**Slick** (38,953,000)	United (33,598,000)	**Flying Tiger** (46,926,000)	**Flying Tiger** (54,958,000)	**Flying Tiger** (58,120,000)	**Flying Tiger** (68,394,000)	**Flying Tiger** (86,417,000)
3.	**Flying Tiger** (35,624,000)	**Slick** (32,775,000)	**Slick** (41,876,000)	United (50,859,000)	United (56,586,000)	United (66,542,000)	United (74,077,000)
4.	United (27,620,000)	**Flying Tiger** (25,314,000)	United (39,526,000)	**Slick** (49,455,000)	**Slick** (44,341,000)	**Riddle** (25,680,000)	TWA (32,026,000)
5.	TWA (18,905,000)	TWA (21,271,000)	TWA (24,253,000)	**Riddle** (43,820,000)	**Riddle** (30,871,000)	TWA (24,012,000) [2]	**Riddle** ((24,000,000)
6.	**Riddle** (11,604,000)	**Riddle** (14,172,000)	Eastern (13,988,000)	TWA (23,674,000)	TWA (25,512,000)	Delta (12,776,000)	Eastern (17,026,000) [3]
7.	Eastern (8,129,000)	Eastern (10,350,000)	**Riddle** (13,417,000)	Eastern (16,213,000)	Eastern (15,636,000)	Eastern (12,669,000) [3]	Northwest (16,153,000)
8.	Delta (5,541,000) [4]	Delta (5,737,000)	Delta (6,608,000)	Delta (7,784,000)	Northwest (9,405,000)	Northwest (11,106,000)	Delta (15,265,000)
9.	National (5,536,000)	National (4,468,000)	Northwest (6,581,000)	Northwest (7,755,000)	Delta (9,002,000)	Braniff (6,696,000)	Braniff (7,786,000)
10.	Capital (4,146,000)	Northwest (4,467,000)	National (4,262,000)	National (4,986,000)	National (5,193,000) [7]	National (6,292,000)	National (7,055,000)
11.	Northwest (3,696,000)	Capital (4,205,000)	Capital (3,987,000)	Braniff (4,096,000)	Braniff (5,077,000)	**AAXICO** (3,777,000)	Capital (4,686,000)
12.	Braniff (2,760,000)	Braniff (2,915,000)	Braniff (3,428,000)	Capital (3,562,000)	Capital (4,517,000)	Capital (3,771,000) [8]	Western (3,846,000)
13.	Western (1,346,000)	Western (1,796,000)	Western (2,347,000)	Western (1,649,000)	Western (2,890,000)	**Slick** (2,514,000) [9]	Western (3,846,000)
14.	Continental (842,000)	Continental (932,000)	Continental (1,290,000)	Continental (1,242,000)	Continental (1,561,000)	Western (2,396,000) [10]	Northeast (1,352,000)
15.	Chicago & Southern (421,000) [5]	Northeast (299,000)	Northeast (357,000)	Northeast (305,000)	Northeast (645,000)	Continental (1,968,000)	**AAXICO** (1,337,000) [11]
16.	Northeast (266,000)	Colonial (291,000)	Colonial (343,000)			Northeast (1,174,000)	
17.	Colonial (248,000)						

AIR EXPRESS

	1953	1954	1955	1956	1957 [6]	1958	1959
1.	United (10,595,000)	United (10,470,000)	United (12,791,000)	United (12,739,000)	American (9,552,000)	United (11,024,000)	United (11,976,000)
2.	American (10,274,000)	American (8,590,000)	American (11,083,000)	American (10,750,000)	United (8,998,000)	American (9,607,000) [1]	American (10,550,000) [1]
3.	TWA (7,897,000)	TWA (8,407,000)	TWA (8,407,000)	TWA (9,090,000)	TWA (7,345,000)	TWA (7,065,000) [2]	TWA (8,943,000)
4.	Eastern (4,079,000)	Eastern (5,669,000)	Eastern (5,669,000)	Eastern (5,373,000)	Eastern (5,297,000)	Eastern (4,884,000) [3]	Eastern (6,182,000) [3]
5.	Capital (2,705,000)	Delta (2,465,000)	Capital (2,830,000)	Delta (3,219,000)	Delta (2,881,000)	Delta (3,269,000)	Delta (3,576,000)
6.	Delta (2,054,000)	Capital (2,421,000)	Delta (2,697,000)	Northwest (2,720,000)	Northwest (2,471,000)	Northwest (2,828,000)	Capital (3,225,000)
7.	Northwest (1,728,000)	Northwest (1,898,000)	Northwest (2,655,000)	Capital (2,261,000)	Capital (2,373,000)	Capitsl (2,809,000) [8]	Northwest (3,212,000)
8.	Braniff (1,176,000)	Braniff (1,190,000)	Braniff (1,397,000)	Braniff (1,541,000)	Braniff (1,419,000)	Braniff (2,055,000)	Braniff (2,184,000)
9.	Western (752,000)	Western (759,000)	Western (856,000)	Western (805,000)	Western (1,095,000)	National (720,000)	Western (1,081,000)
10.	National (631,000)	National (621,000)	National (708,000)	National (703,000)	Slick (719,125)	Western (708,000) [10]	National (880,000)
11.	Continental (192,000)	Continental (221,000)	Continental (201,000)	Slick (547,279)	National (610,000) [7]	Continental (542,000)	Flying Tiger (838,000)
12.	Northeast (176,000)	Northeast (171,000)	Northeast (186,000)	Riddle (386,963)	Continental (457,000)	Flying Tiger (480,000)	Continental (533,000)
13.	Colonial (97,000)	Colonial (63,000)		Continental (316,000)	Flying Tiger (422,117)	Riddle (376,000)	Northeast (477,000)
14.				Flying Tiger (298,617)	Riddle (323,533)	Northeast (372,000)	Riddle (331,000)
15.				Northeast (190,000)	Northeast (248,000)	AAXICO (209,000)	AAXICO (81,000) [11]
16.					AAXICO (184,774)	Slick (45,000) [9]	

[1] Affected by strike, Dec. 20, 1958–Jan. 11, 1959.
[2] Affected by strike, Nov. 21–Dec. 8, 1958.
[3] Affected by strike, Nov. 24, 1958–Jan. 2, 1959.
[4] Includes Chicago & Southern as of May 1, 1953.
[5] Covers period ending April 30, 1953.
[6] Air express traffic was affected by a three-month strike by REA employees.
[7] Affected by strike, Sept. 23–Oct. 24, 1957.
[8] Affected by strike, Oct. 17–Nov. 23, 1958.
[9] Suspended services Feb. 22, 1958.
[10] Affected by strike, Feb. 22–June 10, 1958.
[11] Suspended service July 1, 1959.

HOW THE UNITED STATES SCHEDULED LOCAL SERVICE CARRIERS RANK IN AIR FREIGHT AND AIR EXPRESS: 1954-59

(Note: Parenthesized figures indicate ton-miles flown)

AIR FREIGHT

	1954	1955	1956	1957	1958	1959
1.	Frontier (443,000)	Frontier (639,000)	Frontier (645,000)	Frontier (745,000)	Frontier (671,000)	Frontier (781,000)
2.	Piedmont (153,000)	Pioneer (160,000) [1]	Trans-Texas (241,000)	Trans-Texas (281,000)	Trans-Texas (331,000)	Trans-Texas (420,000)
3.	Trans-Texas (124,000)	Trans-Texas (159,000)	Piedmont (144,000)	Mohawk (250,000)	Allegheny (235,000)	Allegheny (338,000)
4.	Mohawk (76,000)	Piedmont (157,000)	Mohawk (125,000)	Allegheny (171,000)	Ozark (191,000)	Ozark (316,000)
5.	Southwest (75,000)	Southwest (129,000)	Southwest (101,000)	Piedmont (167,000)	Mohawk (179,000)	North Central (220,000)
6.	West Coast (48,000)	Mohawk (83,000)	Ozark (80,000)	Ozark (163,000)	Piedmont (153,000)	Mohawk (199,000)
7.	Central (39,000)	West Coast (75,000)	Bonanza (76,000)	Central (86,000)	Central (107,000)	Piedmont (190,000)
8.	Bonanza (37,000)	Central (56,000)	Allegheny (72,000)	Southwest (78,000)	West Coast (104,000)	Southern (168,000)
9.	Pioneer (36,000)	Bonanza (53,000)	Central (65,000)	Bonanza (74,000)	Bonanza (93,000)	West Coast (141,000)
10.			West Coast (63,000)	West Coast (59,000)	Southern (91,000)	Central (141,000)
11.				Southern (2,000)	Pacific (87,000) [2]	Bonanza (103,000)
12.						Pacific (94,000)

AIR EXPRESS

	1954	1955	1956	1957	1958	1959
1.	North Central (194,000)	North Central (298,000)	North Central (361,000)	North Central (364,000)	North Central (406,000)	North Central (538,000)
2.	Allegheny (132,000)	Allegheny (193,000)	Allegheny (214,000)	Allegheny (202,000)	Allegheny (224,000)	Ozark (288,000)
3.	Piedmont (107,000)	Piedmont (153,000)	Southern (165,000)	Ozark (186,000)	Ozark (210,000)	Allegheny (266,000)
4.	Lake Central (95,000)	Southern (133,000)	Lake Central (147,000)	Lake Central (160,000) Mohawk (160,000)	Lake Central (174,000)	Lake Central (210,000)
5.	Southern (83,000)	Lake Central (130,000)	Mohawk (107,000)		Mohawk (165,000)	Mohawk (194,000)
6.	Ozark (82,000)	Ozark (123,000)	Trans-Texas (104,000)	Southern (129,000)	Piedmont (145,000)	Piedmont (163,000)
7.	Frontier (74,000)	Frontier (86,000)	Frontier (96,000)	Piedmont (115,000)	Southern (120,000)	Southern (126,000)
8.	Mohawk (62,000)	Mohawk (75,000)	Southwest (58,000)	Trans-Texas (95,000)	Trans-Texas (101,000)	Trans-Texas (124,000)
9.	Trans-Texas (60,000)	Trans-Texas (72,000)	Bonanza (30,000)	Frontier (91,000)	Frontier (100,000)	Frontier (121,000)
10.	Southwest (47,000)	Southwest (56,000)	Central (29,000)	Pacific (54,000)	Pacific (57,000) [2]	Pacific (56,000)
11.	West Coast (22,000)	Bonanza (25,000)	West Coast (27,000)	Bonanza (27,000)	Central (34,000)	Central (46,000)
12.	Central (17,000)	West Coast (23,000)		Central (26,000)	Bonanza (31,000)	West Coast (42,000)
13.	Bonanza (16,000)	Central (20,000)		West Coast (25,000)	West Coast (30,000)	Bonanza (29,000)

[1] Continental and Pioneer merged on April 1, 1955.

2 Southwest changed name to Pacific on March 6, 1958.

COMPARISON BETWEEN AIR FREIGHT FORECASTS AND U. S. DOMESTIC MOVEMENTS

(Compiled by Stanley H. Brewer, Professor of Transportation, College of Business Administration, University fo Washington)

Forecast Number	Forecast Year	Ton Miles Forecast (000,000)	Ton Miles Transported (000,000)	Rate Forecast Cents per T/M	Actual Freight Rate Cents per T/M	Year of Forecast	Forecast Made By
1	1946	298.0	14.8	14.0	29.1	1944	Curtiss-Wright
2	1946	145.5	14.8	16.0	29.1	1944	Curtiss-Wright
3	1947	1,200.0	35.9	12.5	24.2	1946	Slick Airways
4	1948	242.4	71.3	18.0	19.9	1945	Air Cargo, Inc.
5	1948	400.7	71.3	14.0	19.9	1944	Curtiss-Wright
6	1948	299.8	71.3	16.0	19.9	1944	Curtiss-Wright
7	1948	195.8	71.3	20.0	19.9	1944	Curtiss-Wright
8	1948	112.0	71.3	25.7	19.9	1947	C. A. B.
9	1950	331.5	114.1	18.0	19.5	1945	Air Cargo, Inc.
10	1950	518.2	114.1	14.0	19.5	1944	Curtiss-Wright
11	1950	387.6	114.1	16.0	19.5	1944	Curtiss-Wright
12	1950	253.6	114.1	20.0	19.5	1944	Curtiss-Wright
13	1950	157.6	114.1	25.0	19.5	1944	Curtiss-Wright
14	1950	2,000.0	114.1	6.0	19.5	1945	Edward Werner
15	1950	3,000.0	114.1	10.0	19.5	1945	Edward Werner
16	1950	60.0	114.1	20.0	19.5	1945	Edward Werner
17	1950	390.0	114.1	15.0	19.5	1945	Douglas Aircraft
18	1950	5,000.0	114.1	9.0	19.5	1945	Douglas Aircraft
19	1955	120.0	177.0	20.0	23.1	1945	C. A. A.
20	1955	1,150.0	177.0	18.0	23.1	1948	C. A. A.
21	1955	550.0	177.0	18.0	23.1	1942	Nat'l Res. Plan. Brd.
22	1955	1,600.0	177.0	10.0	23.1	1943	Gen'l Electric
23	1955	370.0	177.0	14-16	23.1	1950	Port of New York
24	1960	1,320.0		12.0		1952	Douglas Aircraft
25	1960	555.9		14-16		1950	Port of New York
26	1961 U. S. Domestic	1,100.0		17-20		1957	Stanley H. Brewer
27	1961 U. S. Int'l	841.6		23		1958	Stanley H. Brewer
28	1965 U. S. Domestic	2,700.0		12-15		1957	Stanley H. Brewer
29	1965 U. S. Int'l	2,555.0		15.0		1958	Stanley H. Brewer
30	1970 Dom. and Int'l	17,500.0		10.0		1959	Stanley H. Brewer
31	1975 Dom. and Int'l	35,000.0		8.0		1959	Stanley H. Brewer

REVENUE TON-MILES OF FREIGHT AND EXPRESS CARRIED

	1946	1947	1948	1949	1950	1951	1952
DOMESTIC TRUNK AIRLINES							
FREIGHT	14,433,000	35,214,000	70,438,000	94,190,000	12,861,000	100,581,000	117,128,000
% OF CARGO	37.90%	55.24%	70.29%	77.51%	75.54%	71.41%	74.37%
EXPRESS	23,652,000	28,533,000	29,769,000	27,329,000	36,538,000	40,260,000	40,375,000
% OF CARGO	62.10%	44.76%	29.71%	22.49%	24.46%	28.59%	25.63%
TOTAL	38,085,000	63,747,000	100,207,000	121,519,000	149,399,000	140,841,000	157,503,000
LOCAL SERVICE AIRLINES							
FREIGHT		62,000	265,000	436,000	696,000	920,000	1,116,000
% OF CARGO		34.44%	58.24%	57.67%	52.77%	50.33%	55.52%
EXPRESS	24,000	118,000	190,000	320,000	623,000	908,000	894,000
% OF CARGO	100%	65.56%	41.76%	42.33%	47.23%	49.67%	44.48%
TOTAL	24,000	180,000	455,000	756,000	1,319,000	1,828,000	2,010,000
INTRA-HAWAIIAN AIRLINES							
FREIGHT	389,000	636,000	581,000	618,000	529,000	855,000	1,258,000
% OF CARGO	77.64%	84.57%	81.26%	83.29%	81.63%	89.53%	95.81%
EXPRESS	112,000	116,000	134,000	124,000	119,000	100,000	55,000
% OF CARGO	22.36%	15.43%	18.74%	16.71%	18.37%	10.47%	4.19%
TOTAL	501,000	752,000	715,000	742,000	648,000	955,000	1,313,000
HELICOPTER AIRLINES							
FREIGHT							
% OF CARGO							
EXPRESS							
% OF CARGO							
TOTAL							
INTERNATIONAL & OVERSEAS AIRLINES							
FREIGHT		2,110,000	4,012,000	6,714,000	16,050,000	71,004,000	72,346,000
% OF CARGO		6.41%	8.80%	11.96%	26.50%	99.59%	99.61%
EXPRESS	15,090,000	30,786,000	41,581,000	49,444,000	44,513,000	289,000	281,000
% OF CARGO	100%	93.59%	91.20%	88.04%	73.50%	0.41%	0.39%
TOTAL	15,090,000	32,896,000	45,593,000	56,158,000	60,563,000	71,293,000	72,627,000
ALASKAN AIRLINES							
FREIGHT			1,027,000	618,000	882,000	1,763,000	4,252,000
EXPRESS							
ALL-CARGO AIRLINES							
FREIGHT				10,542,000	58,420,000	78,578,000	92,367,000
% OF CARGO				100%	100%	100%	100%
EXPRESS							
% OF CARGO							
TOTAL				10,542,000	58,420,000	78,578,000	92,367,000
COMBINED INDUSTRY							
FREIGHT	14,822,000	38,022,000	76,323,000	113,118,000	189,438,000	253,701,000	288,467,000
% OF CARGO	28.72%	38.97%	51.57%	59.43%	69.84%	85.92%	87.40%
EXPRESS	38,878,000	59,553,000	71,674,000	77,217,000	81,793,000	41,557,000	41,605,000
% OF CARGO	71.28%	61.03%	48.43%	40.57%	30.16%	14.08%	12.60%
TOTAL	53,700,000	97,575,000	147,997,000	190,335,000	271,231,000	330,072,000	330,072,000

BY UNITED STATES SCHEDULED AIRLINES: 1946-1959

1953	1954	1955	1956	1957	1958	1959
131,778,000	144,276,000	174,017,000	190,592,000	218,432,000	240,510,000	282,473,000
75.61%	78.24%	77.82%	79.31%	83.63%	85.58%	84.17%
42,514,000	40,122,000	49,603,000	49,709,000	42,752,000	45,890,000	53,106,000
24.39%	21.76%	22.18%	20.69%	16.37%	14.42%	15.83%
174,292,000	184,604,000	223,620,000	240,301,000	261,184,000[3]	286,400,000[4]	335,579,000
1,179,000	1,158,000	1,355.000	1,624,000	2,082,000	2,241,000	3,123,000
55.27%	52.61%	49.13%	49.08%	55.86%	55.44%	58.57%
954,000	1,043,000	1,403.000	1,687,000	1,645,000	1,801,000	2,209,000
44.73%	47.39%	50.87%	50.82%	44.14%	44.56%	41.43%
2,133,000	2,201,000	2,758,000	3,311,000	3,727,000	4,042,000	5,332,000
1,503.000	1,657,000	1,646,000	1,475,000	1,536.000	1,587,000	1,625,000
100%	100%	100%	100%	100%	100%	100%
1,503,000	1,657,000	1,646,000	1,475,000	1,536,000	1,587,000	1,625,000
2,000	5,000	5,000	7,000	8,000	6,000	7,000
100%	27.78%	13.89%	18.42%	19.51%	15.79%[1]	14.58%
	13,000	31,000	31,000	33,000	32,000[1]	41,000
	72.22%	86.11%	81.58%	80.49%	84.21%[1]	85.42%
2,000	18,000	36,000	38,000	41,000	38,000[1]	48,000
74,427,000	81,886,000	90,598,000	109,235,000	123,280,000	128,925,000	153,956,000
99.71%	99.74%	99.73%	100%	100%	100%	100%
219,000	217,000	243,000				
0.29%	0.26%	0.27%				
74,646,000	82,103,000	90,841,000	109,235,000	123,280,000	128,925,000	153,956,000
5.908,000	5,998,000	7,300,000	7,948,000	7,201,000	6,937,000[1]	7,486,000
88,812,000	76,653,000	107,945,000	140,420,000	155,126,000	121,382,000	140,817,000
100%	100%	100%	99.10%	98.96%	98.87%	99.12%
			1,266,000	1,638,000	1,112,000	1,250,000
			0.90%	1.04%	1.13%	0.88%
88,812,000	76,653,000	107,945,000	141,686,000	156,764,000	122,494,000[5]	142,067,000
303,609,000	311,633,000	382,866,000	451,301,000	507,665,000	501,586,000	589,487,000
87.42%	88.25%	88.19%	89.54%	91.68%	91.12%	91.24%
43,687,000	41,395,000	51,280,000	52,693,000	46,065,000	48,835,000	56,606,000
12.58%	11.75%	11.81%	10.46%	8.32%	8.87%	8.76%
347,296,000	353,028,000	434,146,000	503,994,000	553,730,000	550,421,000	646,093,000 (Estimated)

[1] Figure adjusted since last edition. [2] Slick temporarily suspended service on Feb. 22, 1958. [3] Total of 11 days lost during strike. [4] Total of 210 days lost during five strikes. [5] Total of 13 days lost during strike affecting two trunk airlines.

REVENUE CARGO TRAFFIC STATISTICS

U. S. SCHEDULED AIRLINES

JANUARY-JUNE, 1960

NOTE: *Parenthesized figures indicate gain or loss as compared with same month of 1959.*

NOTE: *Last three digits (000s) have been dropped, rather than rounded. Accordingly, the figures shown here occasionally will differ slightly from those that would be obtained by calculations made from the shortened basic figures used in this report.*

[1] *Service inaugurated February 27, 1960. February data has been included in March reporting.*

[2] *Statistics not available at official reporting deadline.*

[3] *This figure includes the non-scheduled operations of Aaxico and Slick Airways which have suspended common-carrier operations.*

[4] *Traffic affected by labor dispute.*

[5] *Traffic in comparable month of last year was affected by a labor dispute.*

TON MILES
(in thousands)

AIRLINES	SCHEDULED FREIGHT	NON-SCHED. FREIGHT	EXPRESS	EXCESS BAGGAGE	PRIORITY U. S. MAIL	NON-PRIOR. U. S. MAIL	FOREIGN MAIL	SCHEDULED ALL-CARGO AIRCRAFT MILES
"BIG 4" TRUNKS (DOM.)								
JANUARY								
American[3]	8,250(+79.5)	.....	996(+71)	559(+117.9)	1,753(+72.2)	177(+42)	.....	591(+64)
Eastern[3]	1,483(+46)	.....	513(+14.8)	596(+48.4)	806(+17.3)	254(+109.3)	.....	.....
TWA	2,846(+13.7)	.....	768(+1.9)	294(−.9)	1,492(+15.8)	191(+4.7)	.....	236(+70)
United	5,234(−15.4)	.....	785(−29.3)	376(+21.9)	1,641(−27.8)	333(+.9)	.....	394(−1.8)
FEBRUARY								
American	9,244(+29.8)	.....	938(+27.3)	461(+4.3)	1,589(+6.6)	147(+4.4)	.....	610(+15.3)
Eastern	1,568(+40.9)	.....	468(+10.9)	567(−3.8)	871(+24)	266(+31.2)	.....	.....
TWA	3,317(+59.5)	.....	736(+22.9)	231(+11.1)	1,508(+45.6)	166(+12.2)	.....	249(+123.3)
United	6,137(+16.4)	.....	841(+0.5)	368(−12.2)	1,987(−10.9)	326(+7.3)	.....	486(+15.4)
MARCH								
American	9,166(+9.4)	(−100)	1,039(+25.4)	513(+2.6)	1,816(+7.9)	193(−0.6)	.....	684(+10.5)
Eastern	1,770(+30.5)	.....	515(+6.4)	552(−14.9)	962(+21.6)	312(+23.8)	.....	.....
TWA	3,238(+29.2)	.....	798(+16.7)	253(+3)	1,604(+39.4)	191(+25.2)	.....	270(+120.3)
United	6,271(−7.4)	.....	898(−9.7)	369(−3.3)	2,330(−9.3)	392(+11.2)	.....	417(−7.2)
APRIL								
American	9,041(+14.2)	.....	996(+24)	467(−6.8)	1,756(+6.9)	205(−4.1)	.....	641(+7.9)
Eastern	1,699(+28.4)	1(0)	523(+7.5)	517(−6.4)	991(+29)	261(+21.2)	.....	.....
TWA	3,150(+30.2)	.....	653(−5.4)	289(+9.4)	1,436(+29.4)	125(−13.7)	.....	224(+81.1)
United	6,176(−1.3)	.....	962(−2.1)	382(+.9)	2,486(+2.3)	356(+3.3)	.....	449(+4.3)
MAY								
American	8,865(+10.1)	2	917(+17)	503(+5.1)	1,847(+2.7)	188(−13.9)	.....	613(+13)
Eastern	1,699(+13.3)	.....	493(−2.2)	427(−10.1)	930(+15.1)	223(+5.5)	.....	.....
TWA	3,275(+31.6)	(−100)	866(+5.2)	297(−1.1)	1,293(+21.1)	136(+9.5)	.....	218(+75.5)
United	6,191(−2.8)	1(−29.9)	976(−5.9)	424(+7.8)	2,608(+5.4)	329(−10.8)	.....	426(−1.7)
JUNE								
American	8,965(+3.9)	3	976(+15.6)	522(−4)	1,823(+7.8)	200(−5.1)	.....	650(+15.4)
Eastern[4]	1,223(−14.5)	.....	406(−19.8)	282(−42.7)	734(−7)	126(−34)	.....	48
TWA	3,547(+41.1)	.....	679(+5)	355(0)	1,310(+15.3)	154(+31.5)	.....	221(+82)
United	6,214(−6.8)	19(+963)	975(−3.9)	479(+7.8)	2,657(+13.9)	348(−2.7)	.....	454(+1.3)
OTHER TRUNKS (DOM.)								
JANUARY								
Braniff	533(−31.9)	.....	171(−24.1)	67(−33.9)	329(−19.4)	.....	.....	29(−23.5)
Capital	368(+8.7)	.....	234(+5.2)	111(−16.8)	338(+1.6)	107(+33.4)	.....	.....
Continental	298(+95.6)	.....	123(+185.5)	68(+33.3)	168(+66.8)	4(−2.2)	.....	.....
Delta	1,174(−3.7)	.....	277(−3.4)	200(+7.4)	355(−12.2)	41(+57.3)	.....	149(+.6)
National	576(−7.7)	.....	77(−9.2)	221(−22.1)	179(−3.2)	155(−9.2)	.....	.....
Northeast	170(66.5)	.....	35(+.1)	58(+17.9)	59(+5.5)	61(+55)	.....	.....
Northwest	1,461(22.5)	.....	261(+4.8)	144(+3.9)	500(+12.1)	88(−20.6)	.....	157
Western	291(−18.2)	.....	98(+19.2)	72(+25.8)	226(+38.4)	100(+7)	.....	.....
FEBRUARY								
Braniff	525(+5.8)	(−100)	163(+1.2)	63(−8.7)	366(+20.2)	.....	.....	32(+14.3)
Capital	396(+43.7)	.....	259(+25.3)	92(−8.7)	353(+29)	109(−16.8)	.....	.....
Continental	314(+130.2)	.....	110(+158.9)	55(+57.8)	137(+58.4)	4(−0.5)	.....	.....
Delta	1,192(+11.2)	.....	267(+18.7)	178(+10.8)	347(−1.5)	42(+49.4)	.....	132(−2.9)
National	581(+1.5)	.....	67(+1.2)	217(−13.6)	179(+9.8)	147(−2.3)	.....	.....
Northeast	212(+105.6)	.....	36(+4.5)	42(+8.1)	65(+23)	69(+14.7)	.....	.....
Northwest	1,487(+34.8)	.....	253(+18.5)	135(+23.9)	507(+17.9)	83(+29.8)	.....	163(0.0)
Western	326(+21.4)	.....	95(+6.8)	75(+43.1)	230(+43.9)	85(+0.4)	.....	.....
MARCH								
Braniff	650(+4.6)	.....	168(−6)	73(−6.6)	412(+23.8)	.....	.....	33(−53)
Capital	446(+33)	.....	294(+15.4)	104(−15.3)	405(+15.1)	133(−29.2)	.....	.....
Continental	308(+90.3)	.....	111(+151.7)	61(+57.8)	141(+68.3)	5(+6.6)	.....	.....
Delta	1,333(+5.6)	(−100)	288(+3.4)	199(+9.5)	408(+2.6)	49(+40.6)	.....	150(−2)
National	650(+2)	.....	67(−16)	213(−21.4)	183(−2.9)	158(−5.8)	.....	.....
Northeast	203(+103)	.....	39(+6.2)	36(−17)	74(+18.5)	66(−3.2)	.....	.....
Northwest	1,615(+15.6)	.....	292(+22.5)	122(+8)	569(+16.5)	114(+52.5)	.....	168(0)
Western	342(+6.1)	.....	106(+20.1)	73(+25)	262(+43.3)	94(+3.5)	.....	.....

Continued

REVENUE CARGO TRAFFIC STATISTICS U. S. SCHEDULED AIRLINES JANUARY-JUNE, 1960

APRIL

Braniff	573(−4.6)	(−100)	152(−17.2)	78(+2.9)	412(+28.5)			27(−25.9)
Capital	480(+27.5)		278(+3.2)	112(−10)	406(+10.7)	161(+8.8)		
Continental	302(+97.4)		109(+208.7)	65(+55.3)	157(+53.6)	5(+15.7)		
Delta	1,352(+16.5)		285(+3)	203(+26.4)	392(+3.9)	49(+54.2)		163(+5.7)
National	632(+5)		67(−1)	181(−3.2)	181(+5)	134(−11.1)		23(0)
Northeast	187(+58.2)		34(−.3)	37(+16.5)	68(+19.9)	75(+75.5)		
Northwest	1,596(+21.2)		274(+11.9)	84(−23.4)	533(+15.7)	132(+121.3)		179(1,804.4)
Western	352(+15.3)		96(+9.7)	63(+21.4)	249(+42.2)	94(+2.3)		

MAY

Braniff	658(−9.9)		172(−10.4)	87(+4.3)	417(+26.3)			33(−10.3)
Capital	486(+24.8)		270(+2.2)	104(−8.2)	387(+1.8)	179(+47.6)		
Continental	361(+96)		115(+175)	61(+47.9)	170(+52.9)	5(+12.5)		
Delta	1,326(+7.3)		285(−2.5)	173(+22.5)	371(−4.4)	46(+76.1)		167(+7.4)
National	660(+9.4)		57(−19.6)	113(−14.6)	173(+15.5)	111(−16.9)		44
Northeast	232(+79)		34(−3.2)	30(+8.3)	61(+8.8)	51(+117.6)		
Northwest	1,471(+15.7)		271(+5.5)	99(−12.7)	501(−0.5)	121(+67.1)		160(+143.7)
Western	408(+4.8)		84(+1.5)	54(+11.3)	205(+6.8)	68(−20.6)		

JUNE

Braniff	723(+3.7)		190(+10)	87(+11.6)	454(+38)	5(0)		39(+0.9)
Capital	503(+22)		300(+16.5)	138(+17.4)	361(+17.9)	186(+113.1)		
Continental	495(+195.3)		109(+107.4)	68(+21.6)	183(+52.8)	5(+7.8)		
Delta	1,488(+23.4)		338(+17.3)	172(+2.3)	139(+20.8)	52(+133.4)		163(+5.4)
National	778(+48.3)		74(+16.3)	144(+26.7)	220(+51.7)	135(+22.6)		44(0)
Northeast	273(+157.3)		40(+16.6)	39(+32.8)	77(+55)	43(+37.6)		
Northwest	1,393(+12.3)		308(+19.9)	114(−21)	540(+14.9)	117(+118.3)		167(+219.7)
Western	372(+2.1)		94(+18.2)	61(+8.9)	221(+17.8)	92(+11.3)		

JANUARY

LOCAL SERVICE (DOM.)

Allegheny	28(+53.1)		22(+21.3)	3(+15.2)	10(+6)	(−23.7)		
Bonanza	8(+34.8)		2(+14.4)	3(+28)	4(+49.4)	3(+13.7)		
Central	7(−36.6)		2(−56.8)	1(−25.6)	5(−18.5)	1(+106)		
Frontier	58(+18.8)		8(+2.1)	9(+30)	14(+28.9)	9(+16.7)		
Lake Central			17(+32.3)	2(+10.2)	5(+53.2)	(+157.1)		
Mohawk	18(+87.2)		16(+40.5)	4(+17.1)	11(+11.6)	(+3.5)		
North Central	27		42(+26.7)	9(+35.9)	29(+37.7)	8(+37.6)		
Ozark	26(+42.6)		20(+22.2)	5(+62.6)	11(+36.3)	1(+25.9)		
Pacific	5(−20.6)		4(+1.4)	3(+20.4)	9(+24.3)	4(+19.5)		
Piedmont	13(+14.2)		12(−3.3)	6(+1.9)	8(−2.5)	1(−53.3)		
Southern	12(+15.6)		11(+3.4)	4(+1.8)	11(+24.8)	(+28.9)		
Trans-Texas	34(+21.7)		9(−3.4)	4(−3.3)	12(+3.8)	4(+50)		
West Coast	12(+121.9)		3(+63.4)	3(+64.5)	10(+171.9)	2(+137)		

FEBRUARY

Allegheny	27(+86.2)		21(+12.8)	2(+12.4)	11(+12.4)			
Bonanza	8(+25)		2(+3.9)	5(+83.7)	6(+106.2)	3(+31.8)		
Central	7(−27)		2(−10.5)	1(−6)	5(−8.3)	1(+159.6)		
Frontier	56(+15.4)		8(+17)	8(+80.5)	14(+53.9)	9(+20.4)		
Lake Central			18(+52.9)	1(+22.1)	4(+34.6)	(+195.7)		
Mohawk	18(+61.5)		17(+59.8)	2(+20.9)	15(+100)	(−6.1)		
North Central	29		39(+27.9)	8(+30.5)	26(+46.2)	8(+33.9)		
Ozark	24(+54.6)		21(+46.4)	5(+109.8)	12(+52.1)	1(+26)		
Pacific	8(+6.3)		3(−3.3)	3(+42.1)	10(+46.4)	5(+67.9)		
Piedmont	14(+36.7)		11(+13.8)	4(−7.9)	8(+12.3)	1(−84.6)		
Southern	12(+45.3)		10(+14.5)	3(+27.8)	14(+80.2)	(−43.5)		
Trans-Texas	33(+45.9)		10(+45.4)	3(+16.1)	13(+22.8)	4(+57.4)		
West Coast	13(+83)		3(+67.8)	3(+60.4)	10(+170.9)	2(+158.7)		

MARCH

Allegheny	29(+26.1)		22(+17.7)	3(−4.3)	12(+1.1)	(−10.9)		
Bonanza	11(+46.3)		2(+28.5)	5(+62.2)	8(+94.7)	3(+15.9)		
Central	9(−28.5)		3(−11.8)	2(−9.8)	8(−8.5)	1(+203.9)		
Frontier	60(+22.1)		9(+37.3)	9(+42.8)	15(+58)	11(+45.1)		
Lake Central			17(+35.5)	1(+12.4)	4(+22.3)	(+440)		
Mohawk[4]	11(−20.7)		9(−16.2)	1(−55.3)	9(+32.4)	(−76.1)		
North Central	32		42(+14.1)	9(+43.9)	32(+32)	11(+52.1)		
Ozark	27(+31.4)		24(+13.4)	5(+13.2)	14(+12.4)	1(+69.4)		
Pacific	8(+16.5)		4(+2.9)	3(+24.3)	11(+23.5)	5(+42.5)		
Piedmont	14(+6.6)		11(−4.2)	5(−13.6)	9(−3.1)	1(−70.3)		
Southern	15(+40.8)		10(+5.1)	4(+17.7)	13(+50.9)	(−8.7)		
Trans-Texas	40(+39.4)		12(+38.8)	3(−12.3)	17(+24.5)	4(+12.6)		
West Coast	17(+85.9)		4(+78.8)	3(+49.6)	11(+143.6)	2(+109)		

APRIL

Allegheny	37(+46.3)		26(+18.9)	4(+33.4)	14(+25.5)	(+33.3)		
Bonanza	12(+47.5)		3(+27.4)	5(+53.5)	4(+62.7)	3(+22.1)		
Central	11(+14.1)		3(−18)	2(+18.2)	5(−18.3)	2(+201.4)		
Frontier	61(+3.9)		9(−3.7)	10(+47.2)	15(+15)	10(+8.3)		
Lake Central			20(+32)	2(+13.5)	4(+11.5)	(+160)		
Mohawk[4]	15(+9.1)		12(−8.7)	2(−25.3)	16(+68.8)	(−21.9)		
North Central	34		38(+3.4)	9(+15.8)	31(+31.4)	10(+39.7)		
Ozark	27(+21.1)		24(+6)	5(+72.2)	15(+18.2)	1(+48.1)		
Pacific	8(+8.9)		4(−17.9)	3(+17.4)	11(+26.5)	5(+46.5)		
Piedmont	17(+16.4)		13(+16.4)	7(+1.6)	10(+14.1)	2(−72.9)		
Southern	17(+32.6)		12(+23.9)	4(−12.1)	14(+62.8)	(+16.2)		
Trans-Texas	40(+31.8)		12(+40.5)	4(−4.4)	17(+35.6)	5(+72.8)		
West Coast	13(+57.2)		5(+81.9)	3(+52.9)	11(+138.5)	2(+124.6)		

Continued

TON MILES
(in thousands)

AIRLINES	SCHEDULED FREIGHT	NON-SCHED. FREIGHT	EXPRESS	EXCESS BAGGAGE	PRIORITY U. S. MAIL	NON-PRIOR. U. S. MAIL	FOREIGN MAIL	SCHEDULED ALL-CARGO AIRCRAFT MILES
MAY								
Allegheny	42(+54.1)		29(+33.1)	4(+24.7)	15(+36.9)	(−11.1)		
Bonanza	11(+29.8)		2(+21.6)	4(+39.9)	4(+56.1)	3(+40.1)		
Central	11(−19.4)		3(+0.5)	2(+14.8)	6(−11.3)	2(+201)		
Frontier	64(−20.7)		9(−11.9)	10(+33.9)	15(+9.2)	10(+19.6)		
Lake Central			21(+11.6)	2(+24.3)	10(+167.1)	(+172.7)		
Mohawk	17(+11.4)		16(+3.6)	4(+10.3)	15(+89.6)	(+14.3)		
North Central	40		39(−20.8)	10(−6.4)	29(+12.4)	9(+32.2)		
Ozark	27(+16.5)		23(−4.7)	5(+32.9)	14(+20.4)	(−16.1)		
Pacific	7(−12.3)		4(−10.9)	4(+26.9)	12(+6.7)	5(+59.4)		
Piedmont	19(+6.9)		15(+12.9)	7(−5.2)	11(+10.5)	2(−67.3)		
Southern	19(+26.6)		14(+48.4)	4(+49.2)	17(+79.3)	1(+53.4)		
Trans-Texas	36(+9.1)		11(+23.4)	4(+12.7)	17(+25.5)	4(+51.6)		
West Coast	16(+66.9)		4(+48.4)	4(+48.7)	10(+96.5)	2(+126.9)		
JUNE								
Allegheny	49(+78.5)		31(+47.9)	5(+24.2)	17(+53.4)	(+56.6)		
Bonanza	10(+3.3)		3(+26)	5(+39.9)	3(+1.6)	3(+37)		
Central	9(−16.2)		3(+12.1)	2(+17.6)	6(−5.6)	2(+73.7)		
Frontier	63(−11.8)		9(−5.6)	10(+26.3)	14(+12.1)	9(+24.1)		
Lake Central			16(−10)	2(+11.5)	4(+21.6)	(+166.7)		
Mohawk	18(+20.4)		21(+19.1)	4(+5)	16(+123.4)	(+16.2)		
North Central	41(+142.1)		41(−13)	14(+17.6)	30(+16.8)	8(+10.5)		
Ozark	32(+15.2)		29(+0.4)	6(+22.8)	15(+19.7)	(−20.4)		
Pacific	8(+7.5)		4(+4.5)	3(+27.6)	12(+8.4)	5(+64.5)		
Piedmont	22(+27.9)		16(+20.1)	9(+17.6)	12(+28)	2(−71.4)		
Southern[4]	5(−66.4)		3(−66)	1(−62)	3(−59.1)	(−82)		
Trans-Texas	42(−24)		12(+36.5)	3(−1.9)	18(+33.4)	4(+38)		
West Coast	21(+150.2)		5(+120.9)	4(+99.4)	11(+142)	2(+95.4)		
JANUARY								
HELICOPTER (DOM.)								
Chicago				(+137.5)	1(+4.1)			15(−4.8)
Los Angeles			2(+21.4)	(+33.3)	4(+20)			12(+12.8)
New York	(+16.7)		1(−3)	(+55.5)	1(+33.3)			3(−7.8)
FEBRUARY								
Chicago				(+171.4)	1(−2.9)			16(+8.3)
Los Angeles			2(+6.9)	(+50)	4(+14.3)			11(−.5)
New York	(+10.7)		1(+8.9)	(+71.4)	1(+9.9)			2(−24.5)
MARCH								
Chicago				(+133.3)	1(−19.1)			18(−2.5)
Los Angeles			2(+13.9)	(+33.3)	4(+13.2)			12(−.7)
New York	(−4.8)		(−31.2)		1(−27.7)			3(−14.2)
APRIL								
Chicago				(+130)	1(−3.1)			17(−5.6)
Los Angeles			2(−5.4)		4(+.2)			11(−11.8)
New York			1(−3.7)	(+50)	1(+1.8)			3(−8.4)
MAY								
Chicago				(+84.6)	1(+0.8)			17(−4.4)
Los Angeles			2(+3.9)		5(+0.4)			12(−1.3)
New York	(+3.2)		1(−30.4)	(+27.3)	1			3(−20.2)
JUNE								
Chicago					1(−12.3)			18(−5.8)
Los Angeles			2(−3.9)	(−11.1)	4(−6.4)			10(−19.1)
New York	(+5)		1(+18.4)	(+27.3)	1(+26.9)			3(+10)
JANUARY								
INTRA-ALASKA								
Alaska Coastal	3(+22)	(−100)		(+26.1)	3(+25.7)			
Cordova	8(+67.2)	23(−46.1)		(−42.3)	2(−20.3)			
Ellis	1(+1.5)	(−100)		(+30.5)	1(+15.3)			
Northern Consolidated	31(−16.9)	1(+249.1)		1(−42)	30(+31.1)			
Reeve	53(−4.5)	35(+20.2)		2(+230.1)	40(+28.8)			
Wien	39(−1.2)	28(−88.8)		1(+31.3)	31(−1.3)			
FEBRUARY								
Alaska Coastal	3(+17.5)			(+21.4)	4(+3)			
Cordova	7(+113.5)	20(−25.3)		(−37.2)	3(−1.2)			
Ellis	2(+45.2)	(−100)		(+62.2)	2(+52.5)			
Northern Consolidated	40(+41)	(−100)		2(−3.9)	33(+54.3)			
Reeve	38(−37.1)	20(−10.9)		2(+13.7)	48(+52.5)			
Wien	47(+11.1)	39(−80.6)		1(+13.5)	38(+20.3)			

Continued

REVENUE CARGO TRAFFIC STATISTICS U. S. SCHEDULED AIRLINES JANUARY-JUNE, 1960

TON MILES
(in thousands)

AIRLINES	SCHEDULED FREIGHT	NON-SCHED. FREIGHT	EXPRESS	EXCESS BAGGAGE	PRIORITY U. S. MAIL	NON-PRIOR. U. S. MAIL	FOREIGN MAIL	SCHEDULED ALL-CARGO AIRCRAFT MILES
MARCH								
Alaska Coastal	4(+61.9)	(−100)		(+27.3)	4(+1.2)			
Cordova	11(+173.9)	25(−27.5)		(+6.5)	3(+6.2)			
Ellis	2(+11)	(−28.6)		(−10.4)	2(+18.3)			
Northern Consolidated	55(+43.1)	2(+75)		2(+6.5)	42(+37.4)			
Reeve	51(−12.2)	8(−74.5)		2(+115.7)	47(+41.8)			
Western Alaska[1]								
Wien	47(−13.8)	6(−96)		2(+16.7)	41(+2.9)			
APRIL								
Alaska Coastal	4(+81.3)			1(+7)	3(−5.3)			
Cordova	11(+141.2)	29(−46.4)		(+1.7)	3(−11.8)			
Ellis	6(+182.1)	(−86.7)		1(+184.8)	4(+156.1)			
Northern Consolidated	57(+9)	2(+97.2)		2(+10.4)	47(+22.4)			
Reeve	57(+11.3)	18(−80.3)		2(+87.4)	44(+34.4)			
Western Alaska								
Wien	56(+2.1)	49(−76.1)		1(+19.3)	51(+16.8)			
MAY								
Alaska Coastal	6(+36)	(+200)		1(+41.6)	4(+2.7)			
Cordova	12(+64.9)	45(+9.4)		(+21.3)	4(+8.9)			
Ellis	6(+173.5)	(−21.8)		1(+250)	4(+127.2)			
Northern Consolidated	58(−12.1)	5(−15.4)		3(+42.9)	38(+12.3			
Reeve	49(−7)	16(+4.8)		1(+12.4)	39(+23.6)			
Wien	68(−4.4)	53(−77.7)		2(+40.2)	48(+27.9)			
JUNE								
Alaska Coastal	5(+16.5)			1(+7.7)	4(26.5)			
Cordova	13(−7.2)	58(+65.7)		1(+43.5)	4(+1.9)			
Ellis	1(−44.5)			(+31.1)	2(+30.4)			
Northern Consolidated	85(+5.2)	8(−23.3)		3(−14.6)	34(+11.8)			
Reeve	57(+15.1)	7(−73.1)		2(+85.5)	50(+34)			
Western Alaska	1(0)							
Wien	77(+11.4)	72(−75.9)		3(+20.5)	53(+6.9)			
INTRA-HAWAII								
JANUARY								
Aloha	5(−1.2)			1(+51.5)	2(+222.9)			
Hawaiian	124(+16.6)	29		2(+33.7)	3(−21.7)			44(+29.8)
FEBRUARY								
Aloha	6(+15)			(+82.1)	2(+256.9)			
Hawaiian	122(+22.7)	31		1(+29.2)	3(−20.7)			41(+20.2)
MARCH								
Aloha	7(+9.4)			(+4.2)	2(+72.5)			
Hawaiian	141(+21.1)	196		1(+29.5)	4(−19.1)			44(+26.6)
APRIL								
Aloha	6(+8.9)			(+40.7)	2(+82)			
Hawaiian	132(+17.1)	201		1(+23.6)	4(+4.3)			41(+20.2)
MAY								
Aloha	7(+13.5)			(+7.3)	2(+12.5)			
Hawaiian	141(+15.3)	205		1(+25.8)	4(−5.8)			47(+35.9)
JUNE								
Aloha	9(+19.1)			1(−12.3)	2(+5.9)			
Hawaiian	167(+23.5)	269		2(+53.6)	3(−6.6)			50(+22.9)
DOMESTIC ALL-CARGO								
JANUARY								
Flying Tiger	6,757(−.8)	460(−87.8)	55(−29)		60(+82.3)	9(−17)		498(+19.5)
Riddle	1,361(−20.7)	44(−97.7)	30(−13.8)		9(+16.7)	(+1,100)		271(−28.1)
FEBRUARY								
Flying Tiger	4,886(−17.5)	1,693(−39.1)	48(+14.2)		62(+114.4)	12(+249.2)		340(−8.6)
Riddle	1,488(−8.9)	50(−97.3)	28(+18.8)		6(+21.5)	(−55.9)		285(−24.8)

Continued

TON MILES
(in thousands)

AIRLINES	SCHEDULED FREIGHT	NON-SCHED. FREIGHT	EXPRESS	EXCESS BAGGAGE	PRIORITY U. S. MAIL	NON-PRIOR. U. S. MAIL	FOREIGN MAIL	SCHEDULED ALL-CARGO AIRCRAFT MILES
MARCH								
Flying Tiger	7,144(+1.2)	2,799(+9.3)	104(+102.4)		48(+33.7)	14(+163.2)		522(+20.2)
Riddle	1,039(−8.5)	51(−97)	25(+17.7)		7(+23.6)	1		324(−19.1)
APRIL								
Flying Tiger	6,407(−1.1)	8,238(+52.6)	64(+13.7)		154(+342.9)	9(+671.4)		475(+12.4)
Riddle	1,271(−8.1)	59(−97.7)	28(+28.7)		9(+44.3)	16		288(−10.7)
MAY								
Flying Tiger	6,275(−10.3)	1,135(−78.9)	56(−20.1)		47(+33.4)	5(−9.4)		442(−10.7)
Riddle	1,141(−8.3)	14(−99.5)	23(−29.3)		9(+11.2)	21		277(−4.9)
JUNE								
Flying Tiger	6,022(−14.9)	640(−87.9)	54(−15.8)		28(−20.1)	8(+1.4)		419(−13.8)
Riddle	1,017(−22.7)	68(−97.4)	38(+88.4)		13(+135.6)	25		230(−21.3)
INTERNATIONAL & TERRITORIAL (PASSENGER-CARGO)								
JANUARY								
Alaska[5]	164(+25.2)	144(+136.3)	2(−30)	3(−10.5)	54(−8)			
American[3]	153(−2.8)		(+78.9)	15(+71.8)	8(+19.2)		5(+18.2)	9(−33.3)
Braniff	110(+6)			23(+12.6)	21(+31.1)		12(−12)	
Caribbean-Atlantic	6(+37.5)	(−75.9)		1(−7.5)	1(+16.6)			
Delta	40(−12.6)			14(−31.7)	6(−.6)		(−75.4)	
Eastern[5]	133(+31.7)			54(+17)	77(−7.8)		21(+548.9)	
Mackey	4(+24.1)		(+4.5)	(+70.7)				
National	11(−58)		(−84.9)	7(−39.1)	4(−35.7)			
Northwest	758(+22.9)	(−100)	18(−5.6)	27(−17.9)	1,188(−5.5)		88(+.2)	
Pacif'c Northern	211(+11.6)		5(−12.9)	8(+13.3)	98(+4.8)			
Pan American (total)	8,712(+8.2)	141(+231.5)		699(−9.6)	3,221(+3.8)		389(+.2)	764(+5.9)
(Alaska)	101(−10.7)			3(+96.4)	32(+21.9)			
(Atlantic)	2,944(+32.9)	122(+5,293.8)		218(−13.9)	1,233(−5.7)		180(+15)	218(+.6)
(Latin American)	4,002(−.5)	16(−59.5)		363(−15)	420(+6.1)		78(− .5.2)	439(−10)
(Pacific)	1,664(−2.3)	2		112(+26.7)	1,527(+11.3)		132(−6.6)	107(+507.3)
Panagra	494(+21.9)			46(+11.9)	71(+5.5)		33(+4.1)	30(+17.4)
Trans Caribbean	312(+114.1)			13(−34.7)				1(0)
Trans World	1,043(+47.4)	(−100)		100(+19.1)	972(+5)		99(+3.5)	120(154.3)
United	78(+16.2)		6(0)	1(−19.3)	127(−.8)			
Western	13(−45.3)			10(+14.7)	6(−10.1)		2(−27.4)	
FEBRUARY								
Alaska	149(+59.3)	209(+328.8)	3(+48.4)	2(−11.3)	58(−4.6)			
American	189(−21.5)		(−50)	18(−4.2)	8(−19.2)		5(−24.9)	7(−93)
Braniff	128(+29.8)			23(+9.5)	24(+63.1)		9(−13.3)	
Caribbean-Atlantic	7(+71)	(−100)		2(+9.9)	1(+9.5)			
Delta	39(−28.1)			11(−24.5)	6(−.9)		(−72.5)	
Eastern	150(+24.8)			46(−10.5)	88(−8.1)		19	
Mackey	5(+104)		(+4.4)	(+15.7)				
National	8(−76.3)		(−65.4)	(+15.7)	3(−55.3)			
Northwest	850(+6.5)		19(−10.6)	27(−24.9)	1,105(−18.4)		98(+11.3)	(−100)
Pacific Northern	194(+10.2)		5(−8.7)	5(−26.2)	101(+6.9)			
Pan American (total)	9,259(+12.2)	324(+158.5)		644(−.5)	3,243(+16)		371(−1.4)	715(−.9)
(Alaska)	110(+2.7)			1(−42.3)	31(+48.3)			
(Atlantic)	3,190(+44.8)	307(+767.3)		195(−17.1)	1,218(+1.9)		160(−6.1)	182(−9.6)
(Latin American)	4,015(−3.8)	16(−81.6)		339(+6.6)	393(+14)		70(−6.5)	391(−20.7)
(Pacific)	1,942(+10.3)			107(+19.4)	1,599(+29.5)		140(+7.8)	141(+431.2)
Panagra	523(+21)			50(−2.4)	70(+13.4)		33(+11.7)	36(+99.9)
Trans Caribbean[2]								
Trans World	1,116(+73.2)			89(+10.2)	913(+6.7)		82(−4.1)	88(+147.1)
United	62(−19.6)	(−100)	6(0)	2(−10)	119(−15.7)			
Western	13(−7.8)			7(−1.8)	7(+23.3)			
MARCH								
Alaska	168(+28.3)	114(+213.2)	4(+87.7)	4(−12.4)	67(+2)			
American	181(−31.2)		(−35.9)	15(−12.8)	9(−7.3)			7(−82.2)
Braniff	126(+38.6)	(−100)		20(−29.5)	22(+26.7)		10(−17.2)	
Caribbean-Atlantic	8(+62.3)			2(0)	2(+9.8)			
Delta	30(−30.3)			13(−3.8)	7(+7.1)		(−55.5)	
Eastern	164(+4.9)			50(−8.4)	67(−13.3)		27(+1,155.9)	
Mackey	5(+134)		(−13)	1(+25.8)				
National	13(−88.8)		1(−62.3)	3(−23.3)	2(−74.9)		(−100)	
Northwest	1,048(+14.3)		17(+6.7)	32(+1.6)	1,294(−7.4)	2(0)	101(+6.3)	(−100)
Pacific Northern	235(+18.7)	(−93.8)	5(+3)	10(+7.1)	112(+2.3)			
Pan American (total)	10,249(+11.3)	523(+884.7)		708(+4.8)	3,600(+10.4)		413(−8.5)	763(+.5)
(Alaska)	135(+8.4)			1(−45.3)	32(+24.4)			
(Atlantic)	3,915(+60.1)	339(+1,057.5)		235(+1)	1,300(−13.7)		191(−9)	22(+.8)
(Latin American)	4,162(−6.9)	21(−10.8)		343(+4.3)	439(+10.6)		67(−10.1)	420(−14.7)
(Pacific)	2,035(−6.3)	162(0)		125(+16)	1,827(+37.2)		153(−6.9)	121(+154.2)
Panagra	503(−10.4)			53(+2.9)	81(+11.8)		37(+15.1)	28(+27.4)
Trans Caribbean[2]								
Trans World	1,400(+182.8)	55(−95.5)		117(+25.5)	1,068(−16.9)		102(+7.1)	128(+108.9)
United	108(+19.9)	9(0)		3(−9.3)	140(−3.7)	5(0)		
Western	24(+114.4)			10(+38.7)	10(+3.2)		2(−8.4)	

Continued

REVENUE CARGO TRAFFIC STATISTICS U. S. SCHEDULED AIRLINES JANUARY-JUNE, 1960

TON MILES
(in thousands)

AIRLINES	SCHEDULED FREIGHT	NON-SCHED. FREIGHT	EXPRESS	EXCESS BAGGAGE	PRIORITY U. S. MAIL	NON-PRIOR. U. S. MAIL	FOREIGN MAIL	SCHEDULED ALL-CARGO AIRCRAFT MILES
APRIL								
Alaska	200(+53)	143(+434.2)	3(+39.4)	3(−9.6)	63(+3.8)	13(0)		
American	211(−9.6)		(−4.4)	13(+11.2)	8(−13.6)		4(−30.3)	8(−70)
Braniff	115(−2)			19(−14.2)	35(+114.2)		8(−31.7)	
Caribbean-Atlantic	7(+77.5)	(−100)		1(−13.9)	2(+27.1)			
Delta	31(−26.8)			11(−18.6)	6(−6.1)		(−57.9)	
Eastern	152(+13.1)			48(+.7)	106(+33.9)		22(+5.4)	
Mackey	6(+157.9)		(+41.2)	(−11.7)				
National	17(−46.5)		2(−52.6)	8(−28.2)	2(−65.7)		(−100)	
Northwest	1,047(+1.3)	23(0)	15(−15.5)	36(+11.1)	1,285(+.8)	22(0)	93(−1.8)	(−100)
Pacific Northern	271(+18.3)		6(−19.2)	12(+8.8)	114(+.2)	2(0)		
Pan American (total)	10,448(+14.8)	209(+23.4)		744(+14.7)	3,749(+19.3)		392(−7.5)	788(−.8)
(Alaska)	183(+30.4)			3(+60.6)	39(+91.2)			
(Atlantic)	3,909(+55.5)	102(−17.4)		315(+35.8)	1,382(−5.2)		180(−3.3)	237(+8.3)
(Latin American)	4,031(−5.6)	64(+43.1)		303(−3.2)	427(+12.6)		67(−21.8)	425(−13.7)
(Pacific)	2,323(+6.7)	42(+8,247)		121(+20.4)	1,899(+48.1)		144(−4.6)	125(+51.8)
Panagra	513(−4)	6(0)		41(−10.8)	82(+17.5)		37(+6.8)	27(+40)
Trans Caribbean[3]								
Trans World	1,154(+64.5)	(−100)		135(+28.3)	1,178(+32.3)		111(+12.9)	101(+130.8)
United	141(+43.7)		11(0)	3(+.6)	157(+14.9)	32(0)		
Western	31(+44.8)			9(+37.2)	8(−40.4)		2(−19.2)	
MAY								
Alaska	235(+52.4)	147(+182.3)	6(+105.3)	4	69(+22.6)	6		
American	242(−7.3)		(−5.7)	10(−0.2)	9(+1.1)		4(−25.4)	8(−10)
Braniff	126(+21.7)			27(−14.9)	32(+67.6)		7(−29.8)	
Caribbean-Atlantic	8(+64.2)	(−100)		1(+18.9)	2(+4.6)			
Delta	27(−38.2)			13(−33.3)	6(−12.5)		(−32.4)	
Eastern	154(+25.3)			49(+14.4)	126(+42.9)		22(−0.5)	
Mackey	5(+82.6)		(+91.7)	(−36.4)				
National	7(−82.3)		1(−66.5)	4(−49.8)	2(−73.8)		(−100)	
Northwest	918(−6.5)	9	17(−17.7)	35(−15.3)	1,165(−3.8)	21	101(−0.6)	(−100)
Pacific Northern	320(+5.9)		7(−14)	16(+26.2)	112(−5.9)	2		
Pan American (total)	10,448(+12.1)	83(−48.6)		762(+14.9)	3,645(+7.4)		410(−0.7)	753(−6.8)
(Alaska)	190(+5.8)			5(+40.7)	38(+37.4)			
(Atlantic)	3,942(+52.1)	83(+214.8)		319(+24.3)	1,319(−12.1)		182(+6.6)	237(+6.2)
(Latin American)	3,874(−10.6)	(−99.7)		312(+5.6)	414(−6.3)		76(−2.3)	396(−26.1)
(Pacific)	2,441(+10.2)	(−100)		125(+17.4)	1,873(+31.4)		150(−1.4)	129(+50)
Panagra	526(+8.1)			45(−2.5)	81(+23)		43(+23.5)	26(+9.4)
Trans Caribbean	288(+62.6)	7(+377.5)		11(+30.1)				3(−71.5)
Trans World	1,339(+74.9)	(−100)		180(+48)	1,135(+47.5)		92(−6.1)	108(+105.6)
United	164(+43.4)		9	4(+64)	137(−10.1)	30		
Western	32(+117.3)			5(−16.9)	8(−39.8)		2(−22.2)	
JUNE								
Alaska	161(−8.9)	190(−67.3)	3(+26.7)	4(−2.1)	69(+58.9)	7(0)		
American	216(−11.3)			11(−6.8)	10(+0.6)		5(−10.7)	7(0)
Braniff	165(+32.6)			48(+52.3)	28(+15.5)		5(−48)	
Caribbean-Atlantic	8(+85.2)			1(+8.3)	1(+14.4)			
Delta	32(−38.5)			16(−26.7)	6(+0.3)		(+3.9)	
Eastern[4]	115(+13.5)			41(−16.3)	66(−12.7)		14(−38.2)	22(0)
Mackey	3(+58.3)							
National	12(−70.7)		1(−70.3)	6(−37.8)	1(−79.2)		(−100)	
Northwest	968(+0.4)		21(−19.3)	41(+2)	1,233(+4.8)	14(0)	107(+10.3)	
Pacific Northern	361(+3.5)	(−100)	7(−15.1)	15(+2.4)	114(+2.1)	2(0)		
Pan American (total)	10,667(+19.5)	8(−95.5)		877(+8)	3,602(+19.3)	9(0)	367(−7.1)	795(−0.3)
(Alaska)	219(+20.3)			5(+50.1)	37(−13.9)			
(Atlantic)	4,275(+55)	2(−95.7)		340(+7.4)	1,324(−1)		169(−7.6)	243(+20.9)
(Latin American)	3,089(−5.3)	5(−92.3)		400(+9)	461(+17.8)	9(0)	71(−0.3)	422(−16.8)
(Pacific)	2,363(+21.4)	(−120)		130(+5.2)	1,778(+42.7)		126(−10)	130(+45.5)
Panagra	657(+53.3)	(−100)		47(−2.6)	84(+37.5)		47(+49.6)	43(+39.5)
Trans Caribbean	304(+47.8)	1(+7.6)		15(+39.9)				19(0)
Trans World	1,464(+92.5)	(−100)		211(+47)	1,160(+56.5)	31(0)	94(−0.5)	127(+211)
United	175(+37.1)		9(0)	5(+28.4)	153(−5.9)	34(0)		
Western	22(+107.1)			9(+63.9)	9(29.6)		2(−20.2)	
JANUARY								
INTERNATIONAL & TERRITORIAL (ALL-CARGO)								
ASA	473(−10.9)	85(+155.3)						60(−29.9)
Riddle	469(−7.9)	11(+1,557.7)			7(0)			71(−21.9)
Seaboard	1,952(+48)	1,403(−29.5)			455(+40.8)		15(+166.6)	296(−15.5)
FEBRUARY								
ASA	454(+7.4)	58(+88.1)						67(+19)
Riddle	439(−32.8)	23			6(0)			65(−43.6)
Seaboard	1,603(+32.5)	2,279(+10.2)			441(+38.6)		10(−5.1)	303(−9.5)
MARCH								
ASA	474(−9)	69(+1,004.4)						68(−4.3)
Riddle	450(−36)	4(−2)			8(0)			66(−45.7)
Seaboard	1,976(+21.6)	3,574(+73)			536(0)		16(+206.1)	291(−15)
APRIL								
ASA	499(−11.9)	33(−21.5)						81(−1.7)
Riddle	464(−26.6)	17(+688.4)			5(0)			74(−33.7)
Seaboard	1,469(+6.8)	1,810(+114.5)			548(+83.9)		13(+137.2)	327(−18.1)

Continued

REVENUE CARGO TRAFFIC STATISTICS U. S. SCHEDULED AIRLINES JANUARY-JUNE, 1960

TON MILES
(in thousands)

AIRLINES	SCHEDULED FREIGHT	NON-SCHED. FREIGHT	EXPRESS	EXCESS BAGGAGE	PRIORITY U. S. MAIL	NON-PRIOR. U. S. MAIL	FOREIGN MAIL	SCHEDULED ALL-CARGO AIRCRAFT MILES
MAY								
ASA	429(−21.9)	42(−5.5)						69(−7.9)
Riddle	693(+29.1)	13(+404.3)			4			126(−1.7)
Seaboard	1,963(−11)	1,257(+589.4)			399(−18.1)		18(+336.8)	327(−32.8)
JUNE								
ASA	478(−10.3)	31(+65.8)						81(+12.9)
Riddle	631(+43.7)	31(−4.4)			7			136(+81.3)
Seaboard	2,063(−21.7)	1,455(+98.4)			415(−11.5)	59	21	310(−38.4)
COMBINED TOTALS JANUARY								
DOMESTIC Big 4	17,815(+24.8)		3,083(+6.4)	1,826(+26.6)	5,963(+6.4)	957(+25.9)		1,222(+35.6)
DOMESTIC Other Trunks	4,812(+2)		1,299(+3.9)	944(−5.9)	2,155(+2.8)	589(+6)		335(+80.2)
DOMESTIC Local Service	254(+41.2)		175(+16)	62(+19.5)	143(+25.4)	38(+20.5)		
DOMESTIC Helicopter	(+16.7)		3(+11.5)	(+78.3)	6(+18.7)			31(+1)
DOMESTIC Intra-Alaska	133(−4.3)	89(−72.8)		6(+20.9)	111(+17)			
DOMESTIC Intra-Hawaii	130(+17.6)	29(0)		3(+38.3)	5(+13.3)			44(+29.6)
DOMESTIC All-Cargo	8,118(−7.4)	12,268(+40.9)	85(−35)		69(+69.9)	9(−53.3)		769(−9.5)
DOMESTIC Total	31,269(+10.8)	12,387(+37.1)	4,647(+4.8)	2,844(+13.4)	8,445(+8.2)	1,565(+16.7)		2,402(+20)
INT'L. & TERR. Passenger-Cargo	12,249(+13.5)	3,528(−34.5)	33(−.6)	1,029(−5.4)	5,862(+1.6)		852(+3.2)	927(+14.5)
INT'L. & TERR. All-Cargo	2,894(+22.7)	1,500(−26)			462(+43)		15(+186.6)	428(−18.9)
INT'L. & TERR. Total	15,144(+15.2)	5,028(−32.4)	33(−.6)	1,029(−5.4)	6,325(+3.8)		868(+4.7)	1,355(+1.3)
Certificated Route Industry	46,410(+12.2)	17,415(+5.7)	4,681(+4.7)	3,873(+7.7)	14,771(+5.2)	1,565(+16.7)	868(+4.7)	3,758(+12.5)
FEBRUARY								
DOMESTIC Big 4	20,268(+30)		2,984(+14.9)	1,568(−1.8)	5,957(+9.1)	905(+13.8)		1,265(+27.4)
DOMESTIC Other Trunks	5,040(+25)	(−100)	1,253(+22.7)	960(+5.4)	2,188(+18.5)	542(+2.6)		328(+99.5)
DOMESTIC Local Service	258(+51)		172(+29.2)	55(+37.7)	155(+49)	40(+23.4)		
DOMESTIC Helicopter	(+10.7)		3(+7.6)	(+100)	6(+9.9)			30(+1.1)
DOMESTIC Intra-Alaska	139(+.4)	89(−68.5)		8(+3)	132(+38.3)			
DOMESTIC Intra-Hawaii	129(+22.3)	31(0)		1(+41.1)	5(−16.5)			39(+24.4)
DOMESTIC All-Cargo	6,167(−18.4)	12,681(+70.6)	77(−9.1)		69(+96.4)	13(−10.9)		625(−22.3)
DOMESTIC Total	32,021(+16)	12,793(+86.3)	4,491(+17)	2,495(+1.3)	8,815(+12.8)	1,501(+9.4)		2,290(+13.1)
INT'L. & TERR. Passenger-Cargo	13,002(+16.6)	3,359(−37.5)	36(+8.9)	948(−2)	5,744(+4.4)		623(+2.9)	849(−.3)
INT'L. & TERR. All-Cargo	2,497(+9.2)	2,361(+12.1)			447(+40.7)		10(−5.1)	436(−14.2)
INT'L. & TERR. Total	15,500(+15.3)	5,720(−23.8)	36(+8.9)	948(−2)	6,192(+6.4)		633(+2.8)	1,285(−5.5)
Certificated Route Industry	47,521(+15.7)	18,513(+21.8)	4,527(+16.9)	3,443(+.4)	14,708(+10)	1,501(+9.4)	633(+2.8)	3,576(+5.6)
MARCH								
DOMESTIC Big 4	20,449(+7.6)	(−100)	3,251(+8.6)	1,689(−5)	6,732(+8.4)	1,090(+14.7)		1,352(+15.2)
DOMESTIC Other Trunks	5,548(+14.8)	(−100)	1,368(+13.9)	887(−2.8)	2,457(+18)	621(−1.5)		353(+86.5)
DOMESTIC Local Service	280(+39.5)		177(+14.9)	58(+18.1)	164(+29.7)	45(+20.9)		
DOMESTIC Helicopter	(−4.8)		3(−3.9)	(+56)	7(−2.6)			34(−2.7)
DOMESTIC Intra-Alaska	173(+7.2)	43(−82)		9(+28.4)	140(+24.5)			
DOMESTIC Intra-Hawaii	148(+20.4)	194		1(+22.1)	6(−.4)			44(+26.6)
DOMESTIC All-Cargo	8,753(−3.8)	15,078(+81.8)	129(+51.5)		55(+32.2)	18(+29.2)		846(−4.6)
DOMESTIC Total	35,383(+5.8)	15,319(+79.4)	4,930(+11.1)	2,647(−3.8)	9,564(+11.4)	1,772(+8.7)		2,632(+13.4)
INT'L. & TERR. Passenger-Cargo	14,580(+16.2)	4,198(−29.1)	39(+31.8)	1,038(+4.5)	6,488(+.2)	8(0)	703(+.1)	928(+1.7)
INT'L. & TERR. All-Cargo	2,902(+1.8)	3,647(+75.7)			543(0)		16(+208.1)	428(−20.6)
INT'L. & TERR. Total	17,482(+13.5)	7,754(−1.5)	39(+31.8)	1,058(+4.5)	7,031(+8.5)	8(0)	719(+1.6)	1,355(−6.6)
Certificated Route Industry	52,866(+8.2)	23,073(+40.8)	4,969(+11.3)	3,706(−1.6)	16,596(+10.1)	1,781(+8.2)	719(+1.6)	3,987(+5.7)
APRIL								
DOMESTIC Big 4	20,068(+12)	1(+17.6)	3,135(+5.5)	1,657(−2.4)	6,571(+12.1)	948(+3.1)		1,315(+14.4)
DOMESTIC Other Trunks	5,449(+18.5)	(−100)	1,296(+8)	828(+5.2)	2,402(+18)	673(+22.4)		394(+94.5)
DOMESTIC Local Service	295(+38.4)		186(+11.6)	65(+20.6)	174(+32.8)	48(+15.7)		
DOMESTIC Helicopter			3(−4.8)	(+65.4)	7(0)			33(−7.9)
DOMESTIC Intra-Alaska	193(+14.4)	96(−71.8)		10(+35.8)	155(+23.8)			
DOMESTIC Intra-Hawaii	139(+16.7)	201		2(+25.4)	7(+23.5)			41(+20.2)
DOMESTIC All-Cargo	7,678(−5)	22,790(+112.5)	92(+2.5)		163(+296.2)	28(+231.7)		764(−4.8)
DOMESTIC Total	33,825(+8.8)	23,091(+106.4)	4,715(+6.5)	2,564(+.8)	9,583(+15.4)	1,694(+11.6)		2,548(+14.5)
INT'L. & TERR. Passenger-Cargo	14,880(+18.4)	3,900(−33.9)	39(+17.6)	1,097(+12.2)	6,799(+16.3)	71(0)	674(−3.6)	951(+2.2)
INT'L. & TERR. All-Cargo	2,433(−5.5)	1,860(+109.4)			554(+96)		13(+137.2)	483(−18.8)
INT'L. & TERR. Total	17,313(+14.4)	5,761(−15)	39(+17.6)	1,097(+12.2)	7,354(+20)	71(0)	687(−2.4)	1,434(−6)
Certificated Route Industry	51,139(+10.6)	28,852(+61.5)	4,754(+6.6)	3,661(+3.8)	16,938(+17.4)	1,765(+16.3)	687(−2.4)	3,983(+6.2)
MAY								
DOMESTIC Big 4	19,941(+8.8)	4(−7)	3,053(+3.4)	1,652(+0.2)	6,479(+8.8)	868(−5)		1,748(+22)
DOMESTIC Other Trunks	5,604(+13.6)		1,290(+4.2)	725(+2.8)	2,289(+8.2)	583(+26.8)		407(+58.7)
DOMESTIC Local Service	314(+22.6)		195(+3.8)	70(+18.2)	182(+32.6)	44(+20.9)		
DOMESTIC Helicopter	(+3.2)		3(−10)	(+42.4)	8(−0.4)			33(−5.1)
DOMESTIC Intra-Alaska	157(−1.6)	121(−60.1)		11(+46.2)	137(+22.8)			
DOMESTIC Intra-Hawaii	149(+15.2)	205		2(+20.2)	7(−0.2)			47(+35.9)
DOMESTIC All-Cargo	7,417(−12)	14,259[3](39.9)	73(−31.3)		56(+29.3)	27(+118.9)		720(−14.1)
DOMESTIC Total	33,625(+4.2)	14,590(+31.3)	4,615(+2.9)	2,462(+1.6)	9,160(+9.3)	1,524(+7)		2,466(+8.7)
INT'L. & TERR. Passenger-Cargo	14,848(+15.1)	3,616(−39.9)	42(+13.4)	1,172(+14.2)	6,536(+10.4)	61	685(−1)	898(−9.9)
INT'L. & TERR. All-Cargo	3,087(−8.3)	1,314(+470.9)			404(−17.1)		18(+336.8)	523(−24.3)
INT'L. & TERR. Total	17,935(+10.8)	4,930(−21)	42(+13.4)	1,172(+14.2)	6,940(+8.3)	61	704(+1)	1,422(−15.8)
Certificated Route Industry	51,561(+6.4)	19,520(+12.5)	4,658(+2.9)	3,635(+5.4)	16,101(+8.9)	1,586(+11.4)	704(+1)	3,889(−1.8)

REVENUE CARGO TRAFFIC STATISTICS U. S. SCHEDULED AIRLINES JANUARY-JUNE, 1960

TON MILES
(in thousands)

	AIRLINES	SCHEDULED FREIGHT	NON-SCHED. FREIGHT	EXPRESS	EXCESS BAGGAGE	PRIORITY U. S. MAIL	NON-PRIOR. U. S. MAIL	FOREIGN MAIL	SCHEDULED ALL-CARGO AIRCRAFT MILES
	JUNE								
DOMESTIC	Big 4	19,951(+3.7)	22(+795.3)	3,037(+0.8)	1,640(−10.8)	6,326(+9.7)	828(−5.5)	.....	1,375(+21.2)
	Other Trunks	6,029(+27.7)	.....	1,454(+20.8)	823(+7.3)	2,562(+26.4)	639(+62.1)	.....	414(+68.5)
	Local Service	325(+22.5)	.....	197(+4.8)	74(+17)	168(+25.6)	41(+9.4)	.....	.....
	Helicopter	(+5)	.....	3(+3.2)	(+41.2)	7(−0.8)	.....	.....	32(−9.2)
	Intra-Alaska	242(+8.2)	147(−60.8)	.....	11(+16.3)	151(+17.4)	.....	.....	.....
	Intra-Hawaiian	177(+23.3)	269	.....	3(+21.8)	5(−2)	.....	.....	50(+22.9)
	All-Cargo	7,038(−17.7)	13,889(+32.3)	91(−1.7)	.....	40(+2.3)	34(+131.3)	.....	650(−21.4)
	Total	33,765(+1.9)	14,329(+31.8)	4,783(+6.2)	2,554(−4.8)	4,262(+14.2)	1,545(+16.7)	.....	2,523(+10.4)
INT'L & TERR.	Passenger-Cargo	15,342(+22.5)	3,807(−39.6)	44(+2.4)	1,355(+11.3)	6,542(+19.9)	100(0)	645(−2.8)	1,374(+53.3)
	All-Cargo	3,171(−12.1)	1,518(+94.9)	.....	.....	423(−9.8)	59	21	528(−16.8)
	Total	18,514(+14.8)	5,326(−16.5)	44(+2.4)	1,355(+11.3)	6,965(+17.5)	160(0)	666(+0.4)	1,902(+24.2)
Certificated Route Industry		52,280(+6.1)	19,656(+13.9)	4,828(+6.2)	3,910(+0.2)	10,228(+15.6)	1,705(+23.7)	666(+0.4)	4,425(+16)

SOURCES OF U. S. AIRLINE REVENUES*

1946-1959

	TOTAL REVENUES	PASSENGERS	FREIGHT	EXPRESS	MAIL	PUBLIC SERVICE	OTHER
1946.....	$463,959,000	79.10%	0.94%	4.47%	10.13%		5.36%
1947.....	$573,849,000	78.28%	1.64%	4.80%	10.76%		4.52%
1948.....	$691,879,000	71.85%	2.33%	4.28%	17.08%		4.46%
1949.....	$769,152,000	71.50%	2.79%	3.80%	17.77%		4.14%
1950.....	$839,920,000	72.38%	4.47%	3.42%	14.60%		5.13%
1951.....	$1,002,307,000	77.80%	4.77%	1.52%	11.41%		4.60%
1952.....	$1,165,612,000	78.39%	5.94%	1.41%	10.12%		4.14%
1953.....	$1,313,284,000	79.44%	5.67%	1.32%	4.84%	4.85%	3.88%
1954.....	$1,437,805,000	81.13%	5.54%	1.09%	4.01%	4.62%	3.61%
1955.....	$1,634,930,000	83.40%	5.74%	1.24%	3.45%	2.10%	4.07%
1956.....	$1,876,561,000	82.15%	5.79%	1.04%	3.34%	2.32%	5.36%
1957.....	$2,115,429,000	81.63%	5.76%	0.78%	3.30%	2.05%	6.48%
1958.....	$2,236,199,000	81.68%	5.78%	0.78%	3.33%	2.08%	6.35%
1959**....	$2,607,844,000	82.99%	6.29%	0.79%	3.20%	2.0 %	4.73%

These charts are based on the reports of the member airlines of the Air Transport Association of America.

*** Estimated totals and percentages.*

HOW IATA AIRLINES RANKED IN THE CARRIAGE OF AIR FREIGHT AT THE BEGINNING OF 1960

NOTE: Parenthesized figures indicate ranking of air carrier one year ago.

International

1. Pan American (1)
2. KLM (2)
3. BOAC (3)
4. Air France (4)
5. Seaboard (8)
6. Scandinavian (5)
7. Swissair (6)
8. Qantas (9)
9. Sabena (7)
10. BEA (10)
11. Lufthansa (12)
12. TWA (11)
13. Air India (13)
14. Alitalia (17)
15. Northwest (19)
16. Japan (15)
17. Panagra (14)
18. Hunting (18)
19. LAV (16)
20. Trans-Canada (20)
21. El Al (22)
22. Canadian Pacific (23)
23. Ethiopian (29)
24. South African (24)
25. American (21)
26. TAI (26)
27. Middle East (37)
28. Iranian (41)
29. Panair (28)
30. Argentinas (25)
31. Varig (*)
32. Ceskoslovenske (34)
33. Aer Lingus (30)
34. Iberia (32)[2]
35. UAT (27)
36. Air Liban (32)[3]
37. Avianca (31)
38. East African (43)
39. Braniff (35)
40. Pakistan (39)
41. REAL (36)
42. CAT (38)
43. Air Ceylon (40)
44. Olympic (52)
45. Guest (47)
46. Aeronaves (65)
47. LAN (64)
48. Aero O/Y (48)
49. Misrair (44)
50. Cubana (50)
51. Tasman (45)
52. Eastern (46)
53. Indian (42)

Domestic

1. American (1)
2. Flying Tiger (3)
3. United (2)
4. TWA (4)
5. Air France (5)
6. Eastern (8)
7. Northwest (9)
8. Avianca (6)
9. Delta (10)
10. Ansett (7)
11. Pan American (11)
12. Trans-Canada (13)
13. UAT (14)
14. Varig (*)
15. Indian (12)
16. Trans-Australia (16)
17. Cruzeiro (17)
18. REAL (15)
19. National (18)
20. Braniff (19)
21. Aeronaves (25)
22. Pakistan (24)
23. Panair (21)
24. Sabena (20)
25. New Zealand (22)
26. TAI (23)
27. Algerie (28)
28. Garuda (27)
29. LAN (31)
30. BEA (32)
31. Argentinas (30)
32. Canadian Pacific (29)
33. Philippine (26)
34. Hawaiian (**)
35. Japan (32)
36. Alitalia (35)
37. LAV (33)
38. Qantas (36)
39. Malayan (42)
40. Ethiopian (46)
41. South African (37)
42. Iberia (38)
43. Turkish (39)
44. Cubana (41)
45. { East African (40)
{ Olympic (42)
47. Central African (44)[6]
48. Scandinavian (47)
49. Misrair (59)
50. Hunting (50)
51. Air Vietnam (44)[7]
52. Quebecair (53)
53. Sudan (**)

Total Services

1. Pan American (2)
2. American (1)
3. Flying Tiger (4)
4. United (3)
5. KLM (5)
6. TWA (7)
7. Air France (6)
8. BOAC (8)
9. Northwest (10)
10. Eastern (12)
11. Scandinavian (11)
12. Seaboard (19)
13. Avianca (9)
14. Sabena (13)
15. Delta (16)
16. Trans-Canada (17)
17. Qantas (21)
18. Ansett (15)
19. Swissair (18)
20. BEA (24)
21. UAT (22)
22. Varig (14)
23. Lufthansa (27)
24. Indian (20)
25. Trans-Australia (25)
26. Alitalia (33)
27. Cruzeiro (29)
28. REAL (23)
29. Air India (30)
30. Braniff (26)
31. Aeronaves (44)
32. National (28)
33. Pakistan (40)
34. Japan (32)
35. Panair (34)
36. LAV (31)
37. Panagra (35)
38. Hunting (38)
39. TAI (36)
40. Canadian Pacific (37)
41. El Al (43)
42. Ethiopian (49)
43. South African (41)
44. Argentinas (39)
45. New Zealand (42)
46. LAN (50)
47. Iberia (48)
48. Garuda (46)
49. Algerie (47)
50. Middle East (58)
51. Iranian (60)
52. East African (51)
53. Ceskoslovenske (52)

International

54. TAP (56)
55. National (49)
56. Cyprus (54)
57. Iraqi (58)
58. Delta (53)
59. Malayan (51)
60. Flugfelag (55)
61. LOT (60)
62. Jugoslovenski (61)
63. Central African (57)
64. Austrian (66)
65. Philippine (63)
66. Aerlinte (*)
67. Garuda (59)
68. Sudan (**)
69. Cruzeiro (76)
70. Vietnam (67)
71. United (68)
72. Turkish (69)
73. West African (70)
74. Airwork (71)[4]
75. Algerie (73)
76. Aviacion y Comercio (77)
77. DETA (74)
78. { DTA (75)
{ Eagle (71)[5]
80. Skyways (78)

Domestic

54. Aviacion y Comercio (49)
55. Lufthansa (60)
56. DETA (54)[8]
57. Iranian (54)[9]
58. West African (48)
59. Flugfelag (51)
60. DTA (56)
61. Aero O/Y (52)
62. LOT (59)
63. Ceskoslovenske (62)
64. Swissair (63)
65. Air India (57)
66. Jugoslovenski (65)
67. CAT (64)
68. KLM (67)
69. Iraqi (68)[10]
70. Air Ceylon (66)
71. TAP (61)
72. Aer Lingus (70)
73. New York (71)
74. Airwork (68)[11]
75. Skyways (72)
Suidwes (**)

Total Services

54. Philippine (45)
55. Aer Lingus (53)
56. Olympic (57)
57. Hawaiian (**)
58. Malayan (56)
59. Cubana (55)
60. Air Liban (54)
61. Misrair (61)
62. CAT (59)
63. Air Ceylon (63)
64. Guest (67)
65. Aero O/Y (62)
66. Turkish (65)
67. Central African (64)
68. Tasman (66)
69. TAP (70)
70. Flugfelag (69)
71. Cyprus (71)
72. Iraqi (75)
73. Sudan (**)
74. LOT (72)
75. Air Vietnam (68)
76. Jugoslovenski (76)
77. Quebecair (77)
78. Aviacion y Comercio (74)
79. West African (73)
80. DETA (78)
81. Austrian (81)
82. Airwork (82)
83. New York (84)†
84. Skyways (85)
85. Suidwes (**)
86. Eagle (83)

[1] *Unreported last year.*
[2] *Tied with Air Liban last year.*
[3] *Tied with Iberia last year.*
[4] *Tied with Eagle last year.*
[5] *Tied with Airwork last year.*
[6] *Tied with Air Vietnam last year.*
[7] *Tied with Central African last year.*
[8] *Tied with Iranian last year.*
[9] *Tied with DETA last year.*
[10] *Tied with Airwork last year.*
[11] *Tied with Iraqi last year.*
* *Not listed in this column in last edition.*
** *Not listed in last edition.*
† *Helicopter airline.*

REVENUE TON-KILOMETERS OF FREIGHT FLOWN BY IATA CARRIERS IN 1959

Airline	International	Domestic	Total
Aer Lingus	2,275,000	36,000	2,311,000
Aerlinte	288,000	.....	288,000
Aero O/Y	1,113,000	252,000	1,365,000
Aerolineas Argentinas	2,499,000	2,728,000	5,227,000
Aeronaves	1,183,000	11,239,000	12,422,000
Air Algerie	31,000	3,082,000	3,113,000
Air Ceylon	1,485,000[1]	53,000	1,538,000
Air France	35,823,000	36,068,000	71,891,000
Air India	13,179,000	138,000	13,317,000
Air Liban	1,948,000	.....	1,948,000
Air Vietnam	123,000	527,000	650,000
Airwork	44,000	15,000	59,000
Alitalia	11,782,000	1,935,000	13,717,000
American	3,838,000[2]	161,995,000	165,833,000
Ansett-ANA	.....	24,188,000	24,188,000
Austrian	318,000	.....	318,000
Aviacion y Comercio	14,000	399,000	413,000
Avianca	1,937,000	30,445,000	32,382,000
Braniff	1,886,000	11,368,000	13,254,000
British European	16,625,000[9]	2,815,000	19,440,000
British Overseas	55,067,000[11]	.....	55,067,000
Canadian Pacific	4,724,000	2,440,000	7,164,000
Central African	331,000	730,000	1,061,000
Ceskoslovenski	2,409,000	192,000	2,601,000
Chicago[5]	N	N	N
Civil Air Transport	1,574,000	89,000	1,663,000
Cruzeiro	135,000	13,437,000	13,572,000
Cubana	1,071,000	902,000	1,973,000
Cyprus	784,000	.....	784,000
Delta	670,000[1]	27,506,000	28,176,000
DETA	12,000	341,000	353,000
DTA	7,000	264,000	271,000
Eagle	7,000	.....	7,000
East African	1,902,000	888,000	2,790,000
Eastern	909,000	35,344,000	36,253,000
El Al	6,091,000	.....	6,091,000
Ethiopian	4,446,000	1,315,000	5,761,000
Flugfelag	502,000	285,000	787,000
Flying Tiger	.....	127,394,000	127,394,000
Garuda	271,000	2,996,000	3,267,000
Guest	1,426,000	.....	1,426,000
Hawaiian	.....	2,262,000	2,262,000
Hunting Clan	7,822,000	597,000[1]	8,419,000
Iberia	2,246,000	1,301,000	3,547,000
Indian	904,000	14,711,000	15,615,000
Iranian	2,603,000	326,000	2,929,000
Iraqi	698,000	56,000	754,000
Japan	9,451,000	2,235,000	11,686,000
Jugoslovenski	411,000	110,000	521,000
KLM	83,093,000	63,000	83,156,000
LAN	1,164,000	2,877,000	4,041,000
LAV	7,407,000	1,784,000	9,191,000
LOT	442,000	209,000	651,000
Lufthansa	16,317,000	385,000	16,702,000
Malayan	629,000	1,420,000	2,049,000
Middle East	3,021,000	.....	3,021,000
Misrair	1,089,000	618,000	1,707,000
National	787,000	11,586,000	12,373,000
New York	.....	31,000	31,000
New Zealand	.....	4,918,000	4,918,000
Northwest	9,918,000	31,641,000	41,559,000
Olympic	1,472,000	888,000	2,360,000
Pakistan	1,588,000	10,563,000	12,151,000
Pan American	143,583,000	22,650,000	166,233,000
Panagra	8,490,000	.....	8,490,000
Panair	2,535,000	6,689,000	9,224,000
Philippine	306,000	2,274,000	2,580,000
Qantas	22,877,000	1,509,000	24,386,000
Quebecair	.....	513,000	513,000
REAL	1,584,000	11,771,000	13,355,000
Sabena[6]	22,181,000	6,532,000	28,713,000
Scandinavian	32,712,000	634,000	33,346,000
Seaboard	33,294,000	.....	33,294,000
Skyways	1,000	9,000	10,000
South African	3,980,000	1,305,000	5,285,000
Sudan	270,000	451,000	721,000
Suidwes	.....	9,000	9,000
Swissair	23,410,000	152,000	23,562,000
TAI	3,218,000	4,263,000	7,481,000
TAP	853,000	40,000	893,000
Tasman	955,000	.....	955,000
Trans-Australia	.....	14,088,000	14,088,000
Trans-Canada	6,224,000	19,506,000	25,730,000
Trans World	15,481,000	59,954,000	75,435,000
Turkish	92,000	1,184,000	1,276,000
UAT	2,041,000	16,459,000	18,500,000
United	99,000	127,190,000	127,289,000
Varig	2,458,000	15,932,000	18,390,000
West African	68,000	320,000	388,000
TOTAL*	656,503,000	903,421,000	1,559,924,000

* This represents increases over 1958 of 17.9% in international freight ton-kilometers flown and 13.55% domestic for a total increase of 15.38%. It should be noted that several air carriers listed herein were not represented a year ago.

1—Domestic sectors of international flights excluded.
2—Small quantities of mail and excess baggage.
3—Domestic sectors of international flights and all operations to Canada excluded.
4—Colonial cabotage service included.
5—Excess baggage included.
6—Belgium-Congo operations excluded.
7—Canada-U. S. operations excluded.
8—Helicopter airline.
9—London-Gibraltar cabotage services included. Operations over Cyprus Airway excluded.
10—Estimate included in total.
11—Estimated.
12—Breakdown between international and domestic not available.
N—None.
NA—Not Available.

NORTH ATLANTIC AIR

	FLIGHTS				FREIGHT AIRLIFTED	
	Scheduled Combination	Scheduled All-Cargo	All Types Charters	Total	Scheduled Combination	Scheduled All-Cargo
						EAST
1948[1]	5,154	296	111	5,561	1,921	464
1949[2]	5,304	306	66	5,676	2,304	489
1950[3]	5,255	201	84	5,540	2,565	614
1951[4]	5,322	204	119	5,645	3,085	791
1952	5,942	295	190	6,427	2,624	1,137
1953	7,007	346	111	7,464	2,747	853
1954[5]	7,874	361	193	8,428	3,246	811
1955[6]	9,055	568	273	9,896	3,978	1,399
1956[7]	10,598	865	369	11,832	5,003	2,407
1957	11,870	910	348	13,128	5,828	2,836
1958[8]	14,547	1,069	619	16,235	7,288	4,084
1959	14,043	1,303	1,177	16,523	8,515	6,807
						WEST
1948[1]	5,036	285	284	5,605	1,019	413
1949[2]	5,278	296	125	5,699	1,653	446
1950[3]	5,309	177	55	5,541	2,629	427
1951[4]	5,363	148	152	5,663	3,235	422
1952	6,050	219	192	6,461	3,566	879
1953	6,983	333	194	7,510	4,006	1,271
1954[5]	7,800	301	350	8,451	4,722	1,147
1955[6]	8,951	534	385	9,870	5,695	1,884
1956[7]	10,517	872	478	11,867	7,401	3,693
1957	11,879	833	508	13,220	7,868	3,627
1958[8]	14,489	1,024	797	16,310	8,695	3,819
1959	14,101	1,221	1,265	16,587	10,614	6,865
						BOTH
1948[1]	10,190	581	395	11,166	2,940	877
1949[2]	10,582	602	191	11,375	3,957	935
1950[3]	10,564	378	139	11,081	5,194	1,041
1951[4]	10,685	352	271	11,308	6,320	1,213
1952	11,992	514	382	12,888	6,190	2,016
1953	13,990	679	305	14,974	6,753	2,124
1954[5]	15,674	662	543	16,879	7,968	1,958
1955[6]	18,006	1,102	658	19,766	9,673	3,283
1956[7]	21,115	1,737	847	23,699	12,404	6,100
1957	23,749	1,743	856	26,348	13,696	6,463
1958[8]	29,036	2,093	1,416	32,545	15,983	7,903
1959	28,144	2,524	2,442	33,110	19,129	13,672

[1] *Airlines included are: Air France, American Overseas, BOAC, KLM, Pan American, Sabena, SAS, TCA, and TWA.*
[1] *American Overseas and Pan Am. amalgamated.*
[2] *Swissair added.*
[4] *El Al and LAI added.*
[5] *Iberia added.*
[6] *Airwork and Lufthansa added. Airwork ceased operations towards the end of the year.*
[7] *Canadian Pacific and Seaboard & Western added.*
[8] *Aerlinte added.*

FREIGHT TRAFFIC: 1948-1959

(LONG TONS)		AVERAGE FREIGHT LOAD PER FLIGHT (PER LONG TON)			
Charter Cargo	Total	Scheduled Combination	Scheduled All-Cargo	Charter Flight	Total
BOUND					
220	2,605	0.37	1.57	1.98	0.47
9	2,802	0.43	1.60	0.14	0.49
68	3,247	0.49	3.50	0.84	0.59
104	3,980	0.58	3.89	0.87	0.71
221	3,982	0.44	3.85	1.16	0.62
30	3,630	0.39	2.47	0.27	0.49
54	4,111	0.41	2.25	0.28	0.49
97	5,474	0.44	2.46	0.36	0.55
253	7,663	0.47	2.78	0.69	0.65
367	9,031	0.49	3.12	1.05	0.69
983	12,355	0.50	3.82	1.59	0.76
2,853	18,175	0.61	5.22	2.42	1.10
BOUND					
39	1,471	0.22	1.45	0.10	0.26
10	2,109	0.31	1.51	0.08	0.37
25	3,081	0.50	2.41	0.45	0.56
46	3,703	0.60	2.85	0.30	0.65
164	4,609	0.59	4.01	0.85	0.71
47	5,324	0.57	3.82	0.24	0.71
78	5,949	0.61	3.81	0.22	0.70
127	7,706	0.64	3.53	0.33	0.78
271	11,365	0.73	4.24	0.57	0.96
310	11,805	0.66	4.35	0.61	0.89
145	12,659	0.60	3.73	0.18	0.78
738	18,217	0.75	5.62	0.58	1.10
DIRECTIONS					
259	4,076	0.29	1.51	0.66	0.36
19	4,911	0.37	1.55	0.10	0.43
93	6,328	0.49	2.75	0.67	0.57
150	7,683	0.59	3.44	0.55	0.68
385	8,591	0.52	3.92	1.01	0.67
77	8,954	0.48	3.13	0.25	0.60
132	10,058	0.51	2.96	0.24	0.60
224	13,180	0.54	2.98	0.34	0.67
524	19,028	0.59	3.51	0.62	0.80
677	20,836	0.58	3.71	0.79	0.79
1,128	25,014	0.55	3.78	0.80	0.77
3,591	36,392	0.68	5.41	1.47	1.10

MONTHLY TWO-WAY FLOW
OF NORTH ATLANTIC FREIGHT TRAFFIC IN 1959

(IN KILOS)

EASTBOUND

	Passenger-Cargo Flights	Daily Average	All-Cargo Flights	Daily Average	Charter Flights	Daily Average	Total	Daily Average
Jan.	660,999	21,322	424,596	13,697	281,211	9,071	1,366,806	44,091
Feb.	652,777	23,313	329,894	11,782	306,943	10,962	1,289,614	46,058
Mar.	678,589	21,890	497,611	16,052	332,458	10,724	1,508,658	48,666
Apr.	696,961	23,232	445,120	14,837	336,771	11,226	1,478,852	49,295
May	694,670	22,409	673,533	21,727	304,713	9,830	1,672,916	53,965
June	740,664	24,689	748,669	24,956	293,520	9,784	1,782,853	59,428
July	779,007	25,129	503,409	16,239	347,486	11,209	1,629,902	52,577
Aug.	704,590	22,729	536,218	17,297	324,547	10,469	1,565,355	50,495
Sept.	703,756	23,459	635,598	21,187	285,670	9,522	1,625,024	54,167
Oct.	826,271	26,654	660,496	21,306	6,685	216	1,493,452	48,176
Nov.	681,143	22,705	646,483	21,539	24,992	833	1,352,618	45,087
Dec.	693,325	22,365	705,216	22,749	6,531	211	1,405,072	45,325
Total	8,512,752	23,323	6,806,843	18,649	2,851,527	7,812	18,171,122	49,784

WESTBOUND

Jan.	722,229	23,298	296,708	9,571	184	6	1,019,121	32,875
Feb.	731,926	26,140	361,782	12,921	6,529	233	1,100,237	39,294
Mar.	781,277	25,202	492,390	15,884	9,433	304	1,283,100	41,390
Apr.	797,193	26,573	397,272	13,342	61,478	2,049	1,255,943	41,865
May	868,416	28,013	449,998	14,516	69,610	2,245	1,388,024	44,775
June	832,045	27,735	385,716	12,857	97,277	3,242	1,315,038	43,835
July	910,719	29,378	432,474	13,950	61,606	1,987	1,404,799	45,316
Aug.	862,010	27,807	479,433	15,466	6,024	194	1,347,467	43,144
Sept.	1,017,772	33,926	645,829	20,833	29,534	984	1,693,135	56,438
Oct.	1,097,874	36,596	1,092,269	35,234	141,334	4,559	2,331,477	75,209
Nov.	1,018,467	32,854	969,422	32,314	115,557	3,852	2,103,446	70,115
Dec.	973,742	31,411	862,199	27,813	139,783	4,509	1,975,724	63,733
Total	10,613,670	29,079	6,865,492	18,810	738,349	2,023	18,217,511	49,911

BOTH DIRECTIONS

Jan.	1,383,228	44,620	721,304	23,267	281,395	9,077	2,385,927	76,965
Feb.	1,384,703	47,748	691,676	23,851	313,472	10,809	2,389,851	82,409
Mar.	1,459,866	47,092	990,000	31,935	341,891	11,012	2,791,758	90,057
Apr.	1,464,154	48,805	842,392	28,080	395,249	13,275	2,734,795	91,160
May	1,563,086	50,422	1,123,531	36,243	374,323	12,075	3,060,940	98,740
June	1,572,709	52,424	1,134,385	37,813	390,797	13,027	3,097,891	103,263
July	1,689,726	54,507	935,883	30,190	409,092	13,197	3,034,701	97,894
Aug.	1,566,600	50,535	1,015,651	32,763	330,571	10,664	2,912,822	93,962
Sept.	1,721,528	57,384	1,281,427	42,714	315,204	10,507	3,318,159	110,605
Oct.	1,924,145	62,069	1,752,765	56,541	148,019	4,775	3,824,929	123,385
Nov.	1,699,610	56,654	1,615,905	53,864	140,549	4,685	3,456,064	111,486
Dec.	1,667,067	53,776	1,567,557	50,566	146,314	4,720	3,380,796	109,058
Total	19,096,422	52,176	13,672,476	37,356	3,589,876	9,808	36,388,663	99,423

MONTHLY TWO-WAY FLOW OF NORTH ATLANTIC CARGO TRAFFIC (JANUARY-JUNE, 1960)

(IN KILOS)

EASTBOUND

	Passenger Flights	Daily Average	All-Cargo Flights	Daily Average	Charter Flights	Daily Average	Total	Daily Average
Jan.	759,078	24,486	673,993	21,742	15,509	500	1,448,580	46,728
Feb.	790,874	27,272	725,710	25,024			1,516,584	52,296
Mar.	884,685	28,538	842,257	27,170	46,337	1,495	1,773,279	57,203
Apr.	896,550	29,885	857,914	28,597	12,075	403	1,766,539	58,885
May	1,120,926	36,159	455,708	14,700	49,179	1,586	1,625,813	52,446
June	1,024,331	34,144	754,344	25,145			1,778,675	59,289
Total	5,476,444	30,090	4,309,926	23,681	123,100	676	9,909,470	54,448

WESTBOUND

Jan.	917,410	29,594	642,517	20,726	115,225	3,717	1,675,152	54,037
Feb.	1,030,640	35,539	776,056	26,761	101,641	3,505	1,908,337	65,805
Mar.	1,093,647	35,279	931,456	30,047	187,931	6,062	2,213,034	71,388
Apr.	976,369	32,546	784,293	26,143	39,373	1,312	1,800,035	60,001
May	1,086,360	35,044	857,798	27,671	12,265	396	1,956,423	63,110
June	1,127,241	37,574	717,876	23,929			1,845,117	61,504
Total	6,231,667	34,240	4,709,996	25,879	456,435	2,508	11,398,098	62,627

BOTH DIRECTIONS

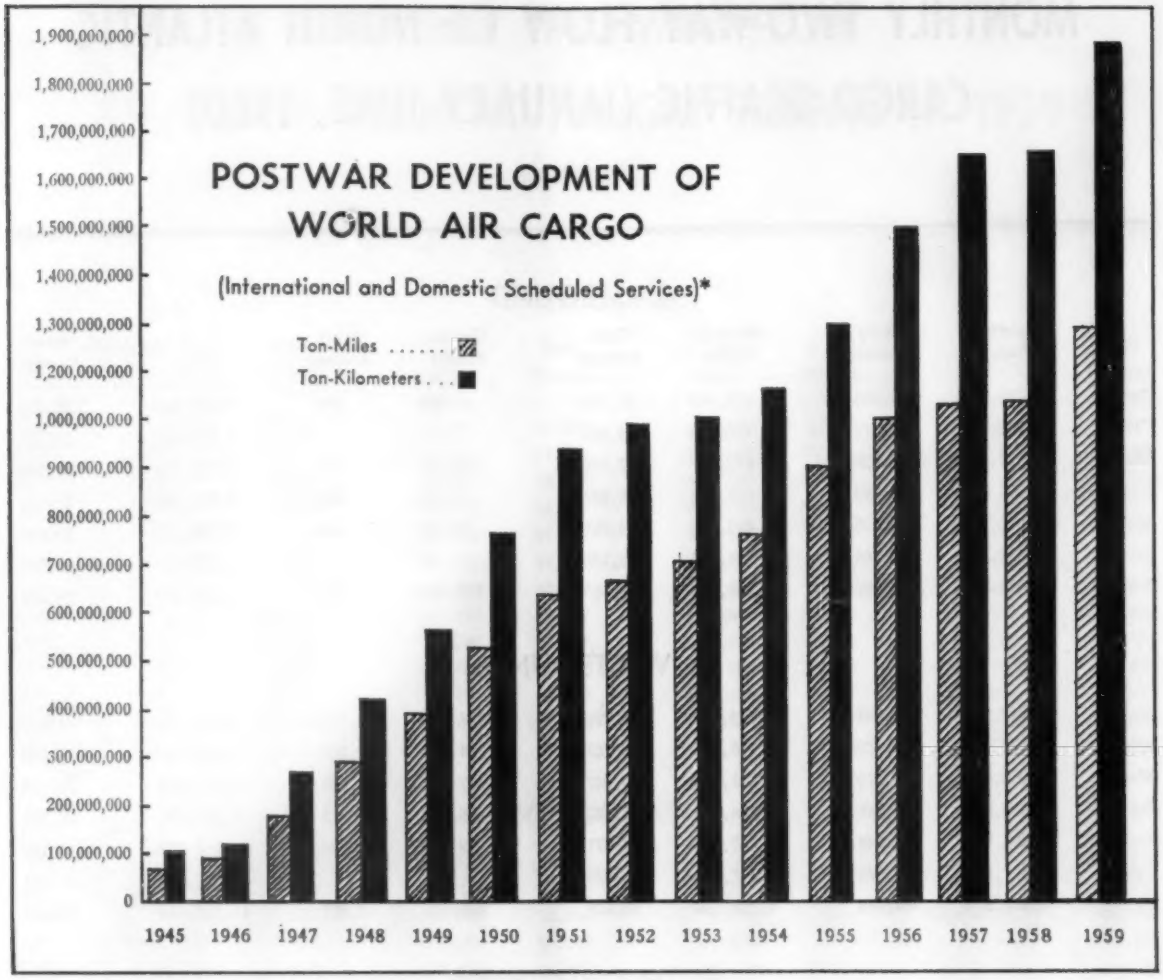
Jan.	1,676,488	54,080	1,316,510	42,468	130,734	4,217	3,123,732	100,765
Feb.	1,821,514	62,811	1,501,766	51,785	101,641	3,505	3,424,921	118,101
Mar.	1,978,332	63,817	1,773,713	57,217	234,268	7,557	3,986,313	128,591
Apr.	1,872,919	62,431	1,642,207	54,740	51,448	1,715	3,566,574	118,886
May	2,207,286	71,203	1,313,506	42,371	61,444	1,982	3,582,236	115,556
June	2,151,572	71,718	1,472,220	49,074	123,100	676	3,623,792	120,793
Total	11,708,111	64,330	9,019,922	49,560	579,535	3,184	21,307,568	117,075

Every one designed to cut shippers' costs . . .

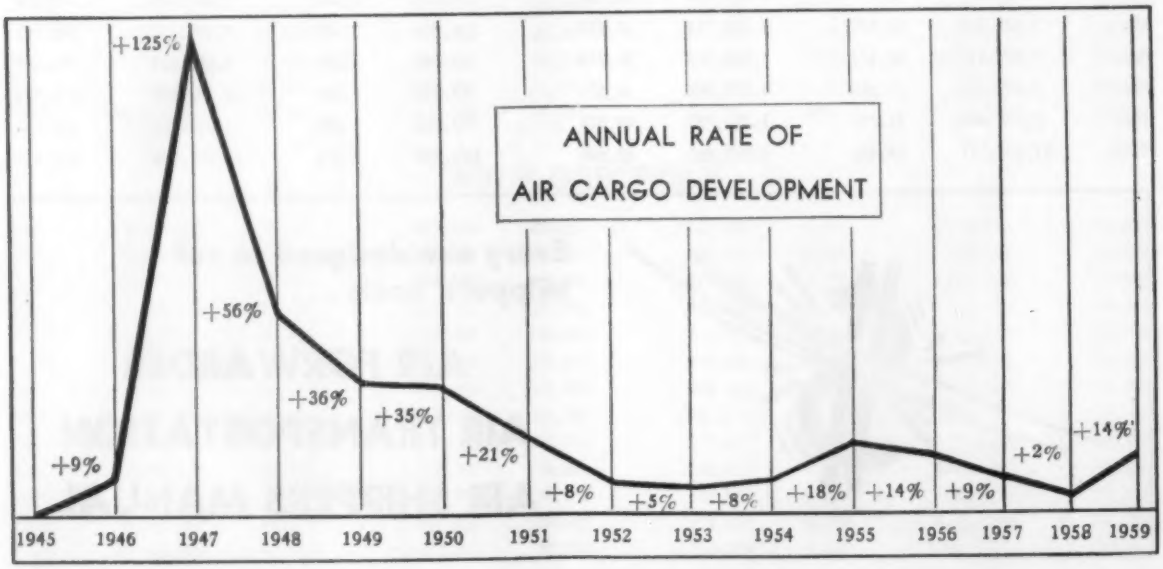
AIR FORWARDER

AIR TRANSPORTATION

AIR SHIPPERS MANUAL



The Soviet Union and the People's Republic of China excluded



U. S. AIR EXPORTS AND IMPORTS

March, 1960

This commodity study by the United States Government is the first of a series presenting certain selected statistics on March, 1960, United States export and import shipments by air, extracted from the detailed compilations of foreign trade air cargo statistics for that month. This is the first time in 13 years that such statistics are available.

EXPLANATORY NOTES

Air Export Coverage—Export statistics include government as well as non-government shipments to foreign countries. The export statistics in this release, therefore, include Mutual Security Program military aid, and economic aid shipments. Shipments to United States armed forces and diplomatic missions abroad for their own use are excluded from the export statistics. United States trade with Puerto Rico and the United States possessions is not included in this release. Also excluded from this release is information on merchandise shipped in transit through the United States between foreign countries. The export data in this release are based on 100% coverage of shipments valued at $100 or more and on a 50% sample of shipments valued at less than $100.

Export Valuation: The valuation definition used in the export statistics is the value at the seaport, border point, or airport of exportation. It is based on the selling price (or cost if not sold) and includes inland freight, insurance, and other charges to the port of exportation. Transportation and other costs beyond the United States port of exportation are excluded. However, in some instances the valuation may not be reported in accordance with this defintion, particularly where the export value is difficult to determine or must be estimated. None of the values has been adjusted for changes in price level.

Air Import Coverage—General import statistics include imports for immediate consumption plus entries into bonded warehouses. The import statistics include merchandise imported by government agencies as well as by private importers, but exclude American goods returned by United States armed forces for their own use. United States trade with Puerto Rico and the United States possessions are not included in this release. In addition, this release excludes merchandise shipped in transit through the United States between foreign countries. The general import data in this release are based on 100% coverage of imports reported on formal entries. The general import value for informal entries ($250 and under) referred to in this release is based on a 50% sample of such shipments.

Import Valuation: Import values are, in general, based on market price or selling price, and are in general, f.o.b. the exporting country. The import values exclude United States import duties. None of the values have been adjusted for change in price level.

Special Category Commodities: Those commodities which, for security reasons, detailed commodity or commodity-by-country information cannot be released.

PRINCIPAL COMMODITIES WITH SHIPPING WEIGHTS OVER 50,000 POUNDS EXPORTED FROM THE UNITED STATES BY AIR—MARCH 1960
(Excluding "Special Category" Commodities)

Commodity Description	Shipping Weight (pounds)	Dollar Value
Total (All commodities)	12,855,390	48,626,972
Total (Principal commodities)	5,374,047	9,740,284
Hatching eggs	430,321	340,804
Refrigerators, electric, household type	424,578	266,088
Kitchen and tableware, plastic	415,232	222,580
Passenger car, truck, and bus parts n.e.c. commercial for spares, replacement, etc.	411,877	805,379
Television receiving sets	269,964	523,549
Cut flowers and cut ferns or foliage (fresh or preserved)	231,450	150,153
Tracklaying tractor parts	210,206	409,514
Baby chicks	155,425	413,325
Engine parts, internal combustion n.e.c.	153,012	499,776
Newspapers, current except overissue	144,192	22,825
Printed matter n.e.c.	141,348	276,426
Plastic products, manufactured n.e.c. and parts, n.e.c.	125,438	179,678
Shipping containers, paper and paperboard	121,342	20,239
Phonograph records and blanks, except motion picture sound and dictaphone	120,415	376,299
Parts and accessories for rotary drill rigs except core drills n.e.c.	113,754	337,257
Engines, aircraft reciprocal, used or rebuilt	113,168	236,850
Advertising matter n.e.c.	102,406	129,324
Electronic equipment and parts n.e.c.	94,313	710,357
Periodicals, current except overissue	92,402	25,049
Household furniture and parts, metal n.e.c.	88,329	53,477
Nursery stock n.e.c.	83,009	79,805
Outerwear, knit or crochet of man-made fibers, women's and children's	82,783	460,811

PRINCIPAL COMMODITIES WITH SHIPPING WEIGHTS OVER 50,000 POUNDS EXPORTED FROM THE UNITED STATES BY AIR—MARCH 1960—Continued
(Excluding "Special Category" Commodities)

Commodity Description	Shipping Weight (pounds)	Dollar Value
Washing machines, electric household non-automatic	78,095	48,409
Sanitary food containers n.e.c. and food serving paper products	77,151	20,631
Construction and maintenance equipment n.e.c. and parts n.e.c.	74,292	157,176
Furniture and parts, wood or upholstery and wood n.e.c.	74,111	52,933
Refrigerators and freezers, self-contained, commercial n.e.c.	74,093	69,595
Passenger car, truck and bus parts and accessories n.e.c. for assembly	70,490	135,799
Phonographs, except coin-operated	69,689	116,744
Phonographs, coin-operated, new	68,109	141,094
Notions, novelties, and specialties n.e.c. and parts n.e.c.	69,265	158,855
Cotton yarn, unbleached	65,573	41,075
Washing machines, electric household automatic and semi-automatic	61,615	37,943
Dairy cattle for breeding	61,197	50,558
Power excavator, dredging and loading machine parts n.e.c.	60,094	139,492
Antibiotics n.e.c. dosage forms	59,399	1,021,639
Beef and veal, fresh or frozen	58,267	70,340
Construction materials n.e.c., aluminum and other non-ferrous metals n.e.c.	53,850	35,286
Air conditioners, room, self-contained, under 2 ton capacity	53,224	50,043
Motion picture features, positive 35 m.m. and over, exposed, 4000 ft. or over	53,306	423,258
Industrial indicating, recording, and controlling instruments and parts, n.e.c.	51,363	432,819

PRINCIPAL "SPECIAL CATEGORY" COMMODITIES WITH SHIPPING WEIGHTS OVER 50,000 POUNDS EXPORTED FROM THE UNITED STATES BY AIR—MARCH 1960

Commodity Description	Shipping Weight (pounds)	Dollar Value
Total (All "Special Category" commodities)	2,852,557	35,644,948
Total (Principal "Special Category" commodities)	2,375,748	26,409,251
Parts and accessories, n.e.c., specially fabricated for aircraft	700,332	9,867,847
"Special Category Type 1"	696,743	3,579,902
Parts and accessories, n.e.c., specially fabricated for aircraft engines	456,854	7,113,894
Aircraft training equipment, n.e.c., and ground handling maintenance equipment, and parts, n.e.c.	231,199	2,981,883
Radio communications equipment, n.e.c.	157,281	1,891,171
Aircraft landing gear and parts, n.e.c.	70,494	331,042
Electrical apparatus, n.e.c., and parts, n.e.c.	62,843	643,712

PRINCIPAL "SPECIAL CATEGORY" COMMODITIES WITH VALUES OVER $250,000 EXPORTED FROM THE UNITED STATES BY AIR—MARCH 1960

Commodity Description	Dollar Value	Shipping Weight (pounds)
Total (All "Special Category" commodities)	35,644,948	2,852,557
Total (Principal "Special Category" commodities)	26,259,833	2,549,794
Parts and accessories, n.e.c., specially fabricated for aircraft	9,867,847	700,332
Ammunition, aerial bombs, and rockets, and parts, n.e.c.	8,198,222	48,701
Parts and accessories, n.e.c., specially fabricated for aircraft engines	7,113,894	456,854
"Special Category Type 1"	3,579,902	696,743
Aircraft training equipment, n.e.c., and ground handling maintenance equipment, and parts, n.e.c.	2,981,883	231,199
Radio communications equipment, n.e.c.	1,891,171	157,281
Aircraft flight instruments, n.e.c., and parts, n.e.c.	1,625,297	24,588
Electron tubes, n.e.c.	676,115	33,427
Electrical apparatus, n.e.c., and parts, n.e.c.	643,712	62,843
Electronic detection and navigational apparatus, n.e.c., and parts, n.e.c.	384,601	16,336
Parts and accessories, n.e.c., specially fabricated for propellers	374,072	31,985
Aircraft landing gear and parts, n.e.c.	331,042	70,494
Aircraft engine instruments, and parts, n.e.c.	315,529	9,099
Aircraft, aircraft engines, n.e.c., and parachutes and other delivery equipment and parts, n.e.c.	279,748	9,914

SELECTED COMMODITY GROUPINGS WITH VALUES OVER $250,000 EXPORTED FROM THE UNITES STATES BY AIR—MARCH 1960
(Excluding "Special Category" Commodities)

Commodity Description	Value (dollars)	Shipping Weight (pounds)
Hearing devices, and specially fabricated parts and accessories, except hearing aid batteries, receiving tubes, crystal diodes and transistors	392,728	2,858
Diamonds	351,392	70
Eggs in the shell	345,077	441,350
Hatching eggs	340,004	430,321
Other	4,273	11,029
Bookkeeping and accounting machines, new, except punched-card type	335,322	48,681
Electric household motor-driven appliances and parts (washing machines, vacuum cleaners, dishwashers, etc.)	303,320	213,029
Corsets, brassieres and girdles, except rubber and rubberized	301,430	41,290
Refrigerators, electric, household type	266,058	424,578
Card punching, punched-card and auxiliary machines, new	262,694	27,891
Recorders (disc, tape, wire) and parts, except motion-picture sound, video-tape and computing machine recorders	260,520	32,781
Aircraft engines, reciprocating, air-cooled, under 400 HP, new, and all used or rebuilt reciprocating aircraft engines	260,302	116,260
Nuclear radiation detection and measuring instruments and specially fabricated parts and accessories, except electron tubes, handling and shielding equipment	250,852	8,115

PRINCIPAL COMMODITIES WITH VALUES OVER $250,000 EXPORTED FROM THE UNITED STATES BY AIR—MARCH 1960
(Excluding "Special Category" Commodities)

Commodity Description	Dollar Value	Shipping Weight (pounds)
Total (all commodities)	48,626,972	12,655,390
Total (Principal commodities)	21,334,060	3,317,909
Artworks, antiques, etc., n.e.c.	1,719,027	9,941
Furs, dressed or dyed, mink	1,179,093	8,306
Antibiotics, n.e.c., bulk	1,121,448	17,390
Furs, undressed, mink	1,115,859	14,463
Crystal diodes and transistors	1,051,024	14,408
Antibiotics n.e.c., dosage forms	1,021,639	59,399
Passenger car, truck, and bus parts, n.e.c., commercial for spares, replacement, etc.	805,379	411,877
Geophysical and mineral prospecting equipment and parts, n.e.c.	780,546	46,832
Electronic equipment and parts, n.e.c.	710,357	94,313
Prednisolone (including derivatives) and preparations, all forms, n.e.c.	627,347	2,500
Television receiving sets	523,549	289,945
Engine parts, internal-combustion, n.e.c.	499,776	153,012
Waveform measuring and/or testing instruments, except optical	479,169	32,127
Glandular products, natural or synthetic—all forms, n.e.c.	465,317	19,065
Outerwear, knit or crochet of man-made fibers, women's and children's	460,811	82,783
Medicinal chemicals, organic and inorganic, n.e.c., bulk	444,917	18,917
Industrial indicating, recording, and controlling instruments and parts, n.e.c.	432,819	51,383
Electronic computers, related information processing machines and accessories, n.e.c.	424,826	22,935
Motion picture features, positive 35 m.m. and over, exposed, 4,000 feet or over	423,258	53,306
Baby chicks	413,325	155,425
Tracklaying tractor parts, n.e.c.	409,514	210,206
Hearing devices and parts, n.e.c.	382,728	2,858
Phonograph records and blanks, except motion picture sound and dictaphone	376,299	120,415
Electronic testing instruments, n.e.c., and measuring and testing instrument parts, n.e.c.	353,380	22,349
Hatching eggs	340,004	430,321
Parts and accessories for rotary drill rigs, except core drills, n.e.c.	337,257	113,754
Electron tubes, receiving type	330,534	29,228
Poliomyelitis vaccine, all forms	302,919	14,123
Corsets, brassieres and girdles, except rubber and rubberized	301,430	41,290
Diamonds suitable only for industrial use, n.e.c.	300,214	69
Drugs and medicinal preparations in dosage form, n.e.c.	296,805	37,194
Printed matter, n.e.c.	278,426	141,348
Nonferrous metals and alloys in crude, scrap, and semi-fabricated forms	276,450	1,504
Furs, dressed or dyed, n.e.c.	274,835	5,486
Refrigerators, electric household type	266,058	424,578
Pens, fountain	264,638	4,282
Card punching, punched-card and auxiliary machines, new	262,694	27,891
Underwear and nightwear of man-made fibers, knit	261,467	43,461
Recorders (disc, tape, wire) and parts, n.e.c.	260,520	32,781
Vaccines (except poliomyelitis), serums, antitoxins, and toxoids, all forms, for humans	256,279	9,702
Bookkeeping and accounting machines, descriptive, text-writing, new except punch card	252,491	39,249
Nuclear radiation detection and measuring instruments and parts, n.e.c.	250,852	8,115

SELECTED COMMODITY GROUPINGS WITH VALUES OVER $250,000 EXPORTED FROM THE UNITED STATES BY AIR—MARCH 1960
(Excluding "Special Category" Commodities)

Commodity Description	Value (dollars)	Shipping Weight (pounds)
Total (All commodities)	48,626,972	12,655,390
Total (Selected commodities)	28,870,574	5,599,460
Medicinal and pharmaceutical preparations	6,592,698	437,071
Antibiotics, derivatives and preparations, including compounds and mixtures containing antibiotics	2,575,997	120,837
Glandular products	1,465,863	31,481
Biological products, all forms	790,556	65,490
Organic and inorganic medicinal chemicals	687,292	41,613
Vitamins and vitasterols, including fish oils and fish liver oils and concentrates, medicinal grade, except parenteral solutions or ampoules	415,868	63,929
Other medicinal and pharmaceutical preparations	657,013	113,515
Works of art, antiques and collectors' items	1,714,027	9,914
Furs, undressed	1,656,779	51,780
Mink	1,115,859	14,463
Other	540,920	37,317

(Continued)

SELECTED COMMODITY GROUPINGS WITH VALUES OVER $250,000 EXPORTED FROM THE UNITED STATES BY AIR—MARCH 1960—(Continued)
(Excluding "Special Category" Commodities)

Commodity Description	Value (dollars)	Shipping Weight (pounds)
Furs, dressed or dyed	1,471,933	14,302
Mink	1,179,093	8,307
Other	292,840	5,995
Wearing apparel of man-made fibers, new	1,375,191	228,074
Outerwear	841,337	140,446
Underwear and nightwear	359,372	63,688
Hosiery	174,482	23,940
Crystal diodes and transistors, capacitors, resistors, and inductors	1,372,301	41,901
Electrical and electronic quantity and characteristics measuring and testing instruments and parts	1,067,927	91,117
Parts for commercial automobiles, trucks and busses	950,457	493,687
Motion-picture films, exposed or developed	870,187	105,429
Musical instruments, parts and accessories	802,788	293,932
Phonograph records and blanks	376,299	120,415
Phonographs, coin-operated	143,657	69,385
Phonographs, except coin-operated	116,744	69,689
Other musical instruments and parts	166,068	34,443
Geophysical and mineral prospecting equipment and parts	780,546	46,632
Miscellaneous electronic equipment and parts, except electron tube and amplifier systems parts	710,357	94,313
Electron tubes and parts	694,426	65,130
Electronic computers, related information processing machines, parts and accessories	639,811	31,933
Parts and accessories for rotary drill rigs	584,637	131,668
Books, maps, pictures and other printed matter	550,209	540,047
Television receiving sets	523,549	289,954
Fountain pens, including ball-type pens	500,101	26,127
Parts and accessories for internal combustion engines, except automobile, truck, bus, and aircraft engines and motorcycle motors	499,778	153,012
Parts and accessories for tractors, except engines and attachments	483,477	253,908
Cotton wearing apparel of woven fabrics, women's and children's, new	461,609	95,170
Industrial process indicating, recording and controlling instruments and parts	432,819	51,363
Baby chicks	413,325	155,425
Manufactured plastic products (including kitchenware and tableware) not specially fabricated for particular machines or equipment	402,258	540,670
Plastic kitchenware and tableware	222,580	415,232
Other plastic products	179,678	125,438

PRINCIPAL COMMODITIES WITH VALUES OVER $250,000 IMPORTED INTO THE UNITED STATES BY AIR—MARCH 1960

Commodity Description	Dollar Value	Shipping Weight (pounds)
Total (All commodities)	41,945,452	8,536,698
Total (Principal commodities)	23,278,569	3,165,995
Mink fur, undressed	2,980,293	35,195
United States miscellaneous articles returned	2,306,176	186,719
Paintings and drawings, original	1,922,226	9,782
Cultured pearls and parts	1,731,680	6,385
Antiques restored before 1830 including rugs and carpets before 1701	1,605,839	8,227
Platinum sponge and scrap	1,247,083	1,326
Watches over 1, not over 1 2/10 inches wide, 16 or 17 jewel	1,135,457	7,167
Watches over 6/10, not over 8/10 inches wide, 16 or 17 jewel	1,102,566	6,073
Aircraft parts, n.e.s.	876,771	47,091
Crushing bort	710,528	137
Palladium	633,029	2,111
Platinum ingots, bars, etc., not less than 1/8 inch thick	616,472	374
Articles and parts having electrical element or device, n.e.s.	594,963	50,302
Sweaters, knit or crocheted over $5 pound	589,574	57,034
Automobile parts, n.e.s.	584,996	507,280
Watches over 6/10 inch or less wide, 16 or 17 jewel	490,582	1,789
Drugs, vegetable origin advanced, n.e.s.	469,932	6,623
Coffee essences, substitutes, and adulterants	445,228	271,006
Cameras, n.e.s. valued $1 or more each	426,731	14,912
Watches over 6/10 inch but not over 8/10 inch wide, not over 1 jewel	361,605	4,357
Articles, n.e.s. for controlling, rectifying, etc., electrical energy	349,224	23,415
Shrimps and prawns	344,126	606,229
Beef, fresh, chilled or frozen, boneless	334,019	1,159,068
Wool outerwear, n.s.p.f., knit or crocheted over $5 per pound	317,591	36,887
Diamonds, rough or uncut	292,067	10
Silk fabrics, dyed, etc., not jacquard, over 30 inches in width, valued over $5.50 per pound	286,107	28,412
Wool fabrics, net pile, over 6 ounces but not over 8 ounces per square yard, valued over $2 but not over $4 per pound	265,345	76,109
Fox fur except silver and black, undressed	256,037	8,979

SELECTED COMMODITY GROUPINGS WITH SHIPPING WEIGHTS OVER 50,000 POUNDS EXPORTED FROM THE UNITED STATES BY AIR—MARCH 1960
(Excluding "Special Category" Commodities)

Commodity Description	Shipping Weight (pounds)	Value (dollars)
Total (All commodities)	12,655,390	48,626,972
Total (Selected commodities)	6,206,459	20,815,072
Manufactured plastic products, not specially fabricated for particular machines	540,670	402,258
Plastic kitchenware and tableware	415,232	222,580
Other plastic products	125,438	179,678
Books, maps, pictures and other printed matter	540,047	550,209
Newspapers, current except overissue	144,192	22,825
Advertising matter	102,406	126,324
Periodicals, current, except overissue	92,412	25,049
Other printed matter	201,037	376,011
Parts for commercial automobiles, trucks and busses	493,687	950,457
Eggs in the shell	441,350	345,077
Hatching eggs	430,321	340,804
Other	11,029	4,273
Medicinal and pharmaceutical preparations	437,071	6,592,689
Antibiotics, derivatives and preparations, including compounds and mixtures containing antibiotics	120,837	2,575,997
Biological products, all forms	65,496	790,856
Vitamins and vitasterols, including fish oils and fish liver oils and concentrates, medicinal grade except parenteral solutions or ampoules	63,929	415,668
Organic and inorganic medicinal chemicals	41,813	687,292
Glandular products	31,481	1,465,863
Other medicinal and pharmaceutical preparations	113,515	657,013
Refrigerators, electric, household type	424,576	266,056
Musical instruments, parts, and accessories	293,932	802,788
Phonograph records and blanks	120,415	376,299
Phonographs, except coin-operated	69,689	116,744
Phonographs, coin-operated	69,385	143,657
Other musical instruments and parts	34,443	166,068
Parts and accessories for tractors, except engines and attachments	253,908	483,477
Television receiving sets	289,954	523,549
Paper bags, sacks, and containers, including sanitary food containers	242,799	60,664
Cut flowers and cut ferns or foliage	231,450	150,153
Wearing apparel of man-made fibers, new	228,074	1,375,191
Outerwear	140,446	841,337
Underwear and nightwear	63,688	359,372
Hosiery	23,940	174,482
Electric household motor-driven appliances and parts (washing machines, vacuum cleaners, dishwashers, etc.)	213,029	303,320
Baby chicks	155,425	413,325
Parts and accessories for internal combustion engines, except automobile, truck, bus, and aircraft engines and motorcycle motors	153,012	499,778
Parts and accessories for rotary drill rigs	131,668	584,637
Furniture and fixtures, metal	128,748	65,454
Aircraft engines, reciprocating, air cooled, under 400 HP, new and all used or rebuilt reciprocating aircraft engines	116,260	260,302
Motion-picture films, exposed or developed	105,429	870,187
Construction materials, metal	105,279	79,704
Cotton wearing apparel of woven fabrics, women's and children's, new	95,170	461,609
Cattle for breeding	94,907	80,793
Miscellaneous electronic equipment and parts, except electron tube and amplifier systems parts	94,313	710,357
Electrical and electronic quantity and characteristics measuring and testing instruments and parts	91,117	1,067,927
Air conditioners, self-contained	70,736	70,012
Cotton yarn, unbleached	65,573	41,075
Electron tubes and parts	65,130	694,426
Furs, undressed	51,780	1,656,779
Mink	14,463	1,115,859
Other	37,317	540,920
Industrial process indicating, recording and controlling instruments and parts	51,363	432,819

PRINCIPAL COMMODITIES WITH SHIPPING WEIGHTS OVER 50,000 POUNDS IMPORTED INTO THE UNITED STATES BY AIR—MARCH 1960

Commodity Description	Shipping Weight (pounds)	Dollar Value
Total (All commodities)	8,536,698	41,945,452
Total (Principal commodities)	5,617,045	6,114,459
Beef, fresh, chilled or frozen, boneless	1,159,068	334,019
Shrimps and prawns	609,229	344,126
Cucumbers, fresh	594,677	21,188
Automobile parts, n.e.s.	587,280	584,996
Beef, fresh, chilled or frozen, bone in	431,389	143,261
Wool fabrics, not pile, over 8 ounces but not over 10 ounces per square yard, valued over $2 but not over $4 per pound	315,291	47,998
Coffee essences, substitutes and adulterants	271,008	445,228
Okra, fresh	219,401	38,798
United States miscellaneous articles returned	188,719	2,358,906
Tomatoes, natural state	188,252	13,098
Peppers, fresh	180,851	15,145
Plantains, green or ripe	135,470	5,838
Natural palm leaf and palm-leaf fans	108,374	10,083
Animals, live, N.S.P.F.	97,219	188,340
Peas, green except cowpeas and chickpeas	90,288	9,030
Rock lobster tails	79,137	56,999
Wool fabrics, not pile, over 8 ounces but not over 8 ounces per square yard, valued over $2 but not over $4 per pound	76,109	265,345
Eggplant, fresh	74,860	3,940
Newspapers and periodicals, unbound	68,237	12,488
Articles exported for repair	61,983	55,277
Goldfish and other aquarium fish, n.e.s.	59,467	28,571
Sweaters, knitted or crocheted, over $5 pound	57,034	589,574
Articles and parts having electrical elements or devices, n.e.s.	50,302	594,963

SELECTED COMMODITY GROUPINGS WITH VALUES OVER $250,000 IMPORTED INTO THE UNITED STATES BY AIR—MARCH 1960

Commodity Description	Value (dollars)	Shipping Weight (pounds)
Total (All commodities)	41,945,452	8,536,698
Total (Selected commodities)	33,030,740	4,921,014
Watches and watch movements	3,990,886	30,092
Furs, undressed	3,771,582	67,880
Mink	2,980,293	35,195
Fox	256,037	8,979
Marten	213,583	5,288
All other	321,639	18,420
Platinum	2,689,150	3,954
Grains, nuggets, sponge and scrap	1,273,063	1,359
Palladium	633,029	2,111
Ingots, bars and sheets	616,472	374
Iridium, osmium, rhodium, and ruthenium	166,586	110
U. S. articles returned	2,358,906	191,563
Electrical machinery and apparatus	2,333,551	202,724
Original paintings, sculptures, statuary and etchings	2,073,116	11,041
Cultured pearls and parts	1,731,680	6,385
Antiques produced prior to 1830, except rugs and carpets made after 1700	1,641,045	8,589
Wool fabrics, woven	1,317,079	634,187
Wool wearing apparel	1,123,914	125,442

SELECTED COMMODITY GROUPINGS WITH VALUES OVER $250,000 IMPORTED INTO THE UNITED STATES BY AIR—MARCH 1960—(Continued)

Commodity Description	Value (dollars)	Shipping Weight (pounds)
Diamonds	1,050,161	183
Industrial diamonds	723,929	144
Rough or uncut	292,067	10
Cut but unset	34,145	29
Cameras and parts	949,860	42,015
Aircraft parts, except engines	878,771	47,091
Cotton wearing apparel	730,103	134,238
Medicinal and pharmaceutical preparations	631,449	9,194
Automobile parts	584,996	587,280
Drugs, advanced in value or condition	559,671	9,248
Industrial chemicals	532,751	27,237
Watch parts, except jewels	514,432	14,314
Silk fabrics, woven	499,985	50,295
Beef, fresh, chilled or frozen	477,280	1,590,457
Coffee, processed	452,956	295,606
Spectacles, eyeglasses, and parts	443,169	49,835
Animals, live	403,443	149,973
Shrimps and prawns	344,126	609,229
Silk wearing apparel	324,027	28,642
Office, accounting and computing machines	323,516	71,214
Leather gloves, women's and children's	290,165	13,107

SELECTED COMMODITY GROUPINGS WITH SHIPPING WEIGHTS OVER 50,000 POUNDS IMPORTED INTO THE UNITED STATES BY AIR—MARCH 1960

Commodity Description	Shipping Weight (pounds)	Value (dollars)
Total (All commodities)	8,536,698	41,945,452
Total (Selected commodities)	6,368,839	11,159,104
Beef, fresh, chilled or frozen	1,590,457	477,280
Vegetables, fresh	1,392,805	104,018
Cucumbers	594,677	21,188
Okra	219,401	38,798
Tomatoes	188,252	13,098
Peppers	180,851	15,145
Peas and beans	91,534	9,167
Eggplant	74,860	3,940
Other fresh vegetables	44,930	2,684
Wool fabrics woven	634,187	1,317,079
Shrimps and prawns	609,229	344,126
Automobile parts	587,280	584,996
Coffee, processed	295,606	452,956
Electrical machinery and apparatus	202,724	2,333,551
U. S. articles returned	191,563	2,358,906
Animals, live	149,973	403,443
Plantains, green or ripe	135,470	5,838
Cotton wearing apparel	134,238	730,103
Wool wearing apparel	125,442	1,123,914
Lobsters, not canned	120,516	70,729
Palm leaf and palm leaf fans, natural	108,374	10,083
Office accounting and computing machines	71,214	323,516
Goldfish and other aquarium fish	59,467	28,571
Silk fabrics, woven	50,295	499,985

Table 5—UNITED STATES AIR EXPORTS AND GENERAL IMPORTS, BY COMMODITY GROUPS: MARCH 1960

Commodity group	Exports						General Imports	
	Total		Excluding "Special Category" Commodities		"Special Category" Commodities			
	Shipping weight (pounds)	Dollar value	Shipping weight (pounds)	Dollar value	Shipping weight (pounds)	Dollar value	Shipping weight (pounds)	Dollar value
Total	15,307,947	87,271,920	12,655,390	48,626,972	2,652,557	38,644,948	8,536,698	41,945,452
Animals and animal products, edible	925,227	1,059,656	925,227	1,059,656	.....	.....	2,447,334	949,970
Animals and animal products, inedible	356,664	4,342,254	356,664	4,342,254	.....	.....	529,708	5,572,488
Vegetable feed products and beverages	286,074	103,869	286,074	103,869	.....	.....	1,896,290	587,563
Vegetable products, inedible, except fibers and wood	613,288	761,474	574,418	702,637	38,870	58,837	201,573	865,669
Textile fibers and manufactures	1,068,767	4,083,243	1,068,767	4,083,243	.....	.....	1,296,238	5,749,911
Wood and paper	544,688	336,376	544,688	336,376	.....	.....	39,384	56,620
Nonmetallic minerals	170,664	881,233	167,390	880,177	3,274	1,056	59,694	3,427,142
Metals and manufactures, except machinery and vehicles	773,917	1,868,660	773,917	1,868,660	.....	.....	161,922	3,922,155
Machinery and vehicles	6,588,468	44,544,781	4,733,718	17,879,332	1,854,750	26,665,449	1,016,197	5,047,584
Chemicals and related products	809,479	7,364,800	808,164	7,362,990	1,315	21,810	58,746	1,507,840
Miscellaneous	3,168,733	21,906,574	2,414,385	10,007,778	754,348	11,897,796	939,622	14,258,510

JET AGE AIRLINERS*

MANUFACTURER	COUNTRY OF MANUFACTURE	AIRCRAFT (J) Jet (P) Propjet	SPEED (Miles per Hour)	CARGO CAP. (Cubic Feet)	RANGE (Miles)	AIRLINE PURCHASER	TOTAL PURCHASED	TOTAL OPTIONS	COMMENCING DELIVERY DATES
BOEING	U. S.	(J) Stratoliner 707-120 (J) Stratoliner 707-120-B	600 610	1,670 1,670	4,000+ 4,500	American Airlines Continental Air Lines Cubana Pan American World Airways Qantas Empire Airways Trans World Airlines	25 4 2 6 7 15	Not Reported	Nov., 1958 (24 in service) In service Mar., 1960 Late 1958 (6 in service) May, 1959 (7 in service) April, 1960 (15 in service)
		(J) Stratoliner 707-220	605	1,670	4,000+	Braniff International Airways	5	Not Reported	Oct., 1959 (4 in service)
		(J) Intercontinental 707-320	605	1,700	5,000+	Air France Pan American World Airways Sabena Belgian World Airways South African Airways Trans World Airlines	17 17 5 3 3	Not Reported	Nov., 1959 Late 1958 Dec., 1959 July, 1960 Unannounced
		(J) Intercontinental 707-420	605	1,780	5,000+	Air India British Overseas Airways Corp. Lufthansa German Airlines Varig Airlines	4 15 5 2	Not Reported	Jan., 1960 (3 in service) Dec., 1959 (8 in service) Jan., 1960 (4 in service) In service
		(J) 720	615	1,390	2,400+	United Air Lines	29	Not Reported	April, 1960 (10 in service)
		(J) 720-B	620	1,390	4,000+				
		(J) 707-023	615	1,340	2,400+	American Airlines	25		Late 1960 (7 in service)
BRISTOL	Britain	(P) Britannia 100	367	758	3,630-4,800	British Overseas Airways Corp.	15	Not Reported	Delivered
		(P) Britannia 300	395	910	3,085-4,940	Aeronaves de Mexico Air Charter, Ltd. El Al Israel Airlines	2 2 1	Not Reported	Delivered Delivered Delivered
		(P) Britannia 310	395	910	4,570-6,575	British Overseas Airways Corp. Canadian Pacific Air Lines Cubana El Al Israel Airlines Hunting-Clan Air Transport Transcontinental	18 8 4 4 2 2		Delivered Delivered In service Delivered Delivered Delivered
DE HAVILLAND	Britain	(J) Comet 4	500	570	3,000	Aerolineas Argentinas British Overseas Airways Corp. East African Airways	6 19 2	Not Reported	In service In service In service
		(J) Comet 4-B	530	640	2,250	British European Airways Olympic Airways	10 4	Not Reported	Nov., 1959 (7 in service) 1960 (3 in service)
		(J) Comet 4-C	580	640	2,500	Mexicana Middle East United Arab	3 4 3		2 delivered Late 1960 2 delivered
		(J) Trident	605	620	1,150	BEA	24		1963
DOUGLAS	U. S.	(J) DC-8	586 (Domestic) 590 (Inter-continental)	1,390	3,900 (Domestic) 4,500 (Inter-continental) 5,200 (Extended Range)	Aeronaves Alitalia Canadian Pacific Airlines Delta Air Lines Eastern Air Lines Iberia Japan Air Lines KLM Royal Dutch Airlines National Airlines Northwest Orient Airlines Pan American World Airways Panagra Panair do Brasil Philippine Air Lines Scandinavian Airlines System Swissair Trans-Canada Air Lines Transports Aeriens Intercontinentaux Union Aeromaritime de Transport United Air Lines	1 6 4 6 16 3 5 12 3 5 19 4 2 2 7 3 11 3 2 40	5 Not Reported	3 in service Early 1961 In service 5 in service 3 in service 5 in service 2 in service 4 in service 10 in service In service 1960 1961 6 in service In service 4 in service 1 in service 2 in service 30 in service
FAIRCHILD	U. S.	(P) Fairchild F-27	272-300	152	1,925	Aerovias Ecuatorianas Aerovias Venezolanas Aloha Airline Bonanza Air Lines Mackey Northern Consolidated Airlines Ozark Air Lines Pacific Air Lines	1 5 6 8 2 3 3 6	3	In service In service In service In service In service In service In service In service

						Piedmont Airlines	8		In service
						Quebecair	3		In service
						Trans Mar de Cortes	1		In service
						Turkish Airlines	5		1961
						West Coast Airlines	6		In service
						Wheeler Airlines	2		Late 1960
						Wien Alaska Airlines	2		In service
FOKKER	Netherlands	(P) Friendship	272-300	162	1,925	Aer Lingus	7		In service
						All-Nippon Airways	3		1961
						Ansett-ANA	7		6 in service
						Braathens SAFE	3		2 in service
						East West Airlines	1		In service
						Indian Airlines	5		1961
						KLM	2		In service
						MacRobertson-Miller	1		In service
						New Zealand National	8		4 in service
						Pakistan International Airlines	5		In service
						Philippine Air Lines	2		In service
						Trans-Australia Airlines	10		In service
						Turkish Air Lines	5		1961
GENERAL DYNAMICS	U. S.	(J) Convair 880	615	863	3,000	Civil Air Transport	1		In service
						Delta Air Lines	13		In service
						REAL Aerovias	3		
						Trans World Airlines	30		
		(J) Convair 880-M	615	863	3,000	Avensa	1		April, 1961
						Civil Air Transport	1		March, 1961
						Japan Air Lines	3		May, 1961
		(J) Convair 990	635	928	3,500	American Airlines	25	25	April, 1961
						REAL			June, 1961
						SAS-Swissair	9		March, 1961
	Canada	(P) CL-44	400	7,381	4,000	Flying Tiger	10		1961
						Seaboard & Western	5	5	1961
						Slick Airways	2		1961
LOCKHEED	U. S.	(P) Electra-Mark II	400+	511	200-3,460	American Airlines	35		33 in service
						Ansett-ANA of Australia	3		In service
						Braniff International Airways	9		1959 (8 in service)
						Cathay Pacific Airways	2		In service
						Eastern Air Lines	40		In service
						Garuda Indonesian Airways	3		1960
						KLM Royal Dutch Airlines	12		1959 (10 in service)
						National Airlines	15		1959 (12 in service)
						Northwest Orient Airlines	16		9 in service
						Pacific Southwest Airways	3		In service
						Qantas	4		In service
						Tasman Empire Airways	3		In service
						Trans-Australia Airlines	2		In service
						Western Air Lines	12		1959 (6 in service)
SUD	France	(J) Caravelle	500-530	500	1,300-2,200	Air Algerie	6		Dec., 1959 (4 in service)
						Air France	29		Mar., 1959 (18 in service)
						Alitalia	8	4	May, 1960 (4 in service)
						Finnair	3		In service
						Royal Air Maroc	2		May, 1960 (1 in service)
						Sabena	6		Feb., 1961
						SAS-Swissair	18	8	17 in service
						United Air Lines	20	20	April, 1961
						Varig Airlines	2		In service
VICKERS-ARMSTRONGS	Britain	(P) Viscount 700 Series	325	368	1,750	Aer Lingus	4		Delivered
						Air France	12		Delivered
						Airwork (ex Olsen)	2		Delivered
						Alitalia	10		Delivered
						British European Airways	27		Delivered
						British West Indian Airways	8		Delivered
						Butler Air Transport	2		Delivered
						Capital Airlines	61		Delivered
						Central African Airways	5		Delivered
						Cubana	3		Delivered
						Fred Olsen Airtransport	4		Delivered
						Hong Kong Airways	2		Delivered
						Hunting-Clan Air Transport	3		Delivered
						Icelandair (ex Hunting)	2		Delivered
						Indian Airlines Corp.	10	Not Reported	Delivered
						Iranian Airways	3		In service
						Iraqi Airways	4		Delivered
						Lanica	2		Delivered
						Linea Aeropostal Venezolana	3		Delivered
						Middle East Airlines	7		Delivered
						Misrair	6		5 delivered
						Northeast Airlines	10		Delivered

JET AGE AIRLINERS

(Continued)

MANUFACTURER	COUNTRY OF MANUFACTURE	AIRCRAFT (J) Jet (P) Projet	SPEED (Miles per Hour)	CARGO CAP. (Cubic Feet)	RANGE (Miles)	AIRLINE PURCHASER	TOTAL PURCHASED	TOTAL OPTIONS	COMMENCING DELIVERY DATES
						Philippine Air Lines	2		Delivered
						PLUNA	3		Delivery in progress
						TACA Airways	2		In service
						Trans-Australian Airlines	14		Delivered
						Trans-Canada Air Lines	51		48 delivered
						Turkish Airlines	5		Delivered
						Union of Burma Airways	3		Delivered
		(P) Viscount 800 Series	320 (800) 365 (810) 400 (840)	370	1,200–1,380	Aer Lingus	6		Delivered
						Airwork	2		Delivered
						All Nippon Airways	3		1961
						Ansett-ANA	4		Delivered
						Austrian Airlines	6		Delivered
						British European Airways	43		Delivered
						Continental Air Lines	15		Delivered
						Cubana	3		Delivered
						Eagle Aviation	2		Delivered
						Ghana	3		1961
						Hunting-Clan Air Transport	3		Delivered
						KLM Royal Dutch Airlines	9		Delivered
						Lufthansa German Airlines	9	Not Reported	Delivered
						New Zealand National Airways	4		Delivered
						Pakistan International Air Lines	5		Delivered
						South African Airways	7		Delivered
						Sudan Airways	1		Delivered
						Trans-Australian Airlines	2		Delivered
						Transair	3		Delivered
						Vicas Aereo Sao Paulo	6		Delivered
		(P) Vanguard 950	425	1,360	2,700	British European Airways	20		1960
						Trans-Canada Air Lines	23	Not Reported	1960
		(J) VC-10	600	1,350	4,800	British Overseas Airways Corp.	35	20	1963

** In Operation and On Order.*

Data on Russian aircraft unreported at presstime.

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WORLD RADIO AND CABLE RATES FROM U. S.

Time and Money-Saving Hints When Sending International Messages

COUNTRY	FULL RATE (FR) Minimum 5 Words†	FULL RATE (FR) Additional per Word	CABLE LETTER (LT) Minimum 22 Words	CABLE LETTER (LT) Additional per Word
Alaska	★	★	★	★
Argentine	$1.55	$.31	$3.41	$.15½
Australia	1.35	.27	2.97	.13½
Austria	1.25	.25	2.75	.12½
Belgian Congo	1.70	.34	3.74	.17
Belgium	1.25	.25	2.75	.12½
Bolivia	1.55	.31	3.41	.15½
Brazil	1.55	.31	3.41	.15½
British Guiana	1.35	.27	2.97	.13½
British Honduras	1.35	.27	2.97	.13½
Canada	▲	▲	▲	▲
Ceylon	1.35	.27	2.97	.13½
Chili	1.55	.31	3.41	.15½
Colombia	1.55	.31	3.41	.15½
Costa Rica	1.55	.31	3.41	.15½
Cuba	1.05	.21	2.31	.10½
Czechoslovakia	1.25	.25	2.75	.12½
Denmark	1.25	.25	2.75	.12½
Dominican Republic	1.05	.21	2.31	.10½
Ecuador	1.55	.31	3.41	.15½
Egypt	1.70	.34	3.74	.17
El Salvador	1.55	.31	3.41	.15½
Finland	1.25	.25	2.75	.12½
France	1.25	.25	2.75	.12½
French West Africa	1.70	.34	3.74	.17
French West Indies	1.05	.21	2.31	.10½
Germany	1.25	.25	2.75	.12½
Greece	1.25	.25	2.75	.12½
Guatemala	1.55	.31	3.41	.15½
Haiti	1.05	.21	2.31	.10½
Hawaii (Honolulu, Oahu)	1.05	.21	2.31	.10½
Honduras	1.55	.31	3.41	.15½
Hong Kong	1.35	.27	2.97	.13½
Iceland	1.25	.25	2.75	.12½
India	1.35	.27	2.97	.13½
Indonesia	1.70	.34	3.74	.17
Iran	1.70	.34	3.74	.17

COUNTRY	FULL RATE (FR) Minimum 5 Words†	FULL RATE (FR) Additional per Word	CABLE LETTER (LT) Minimum 22 Words	CABLE LETTER (LT) Additional per Word
Iraq	$1.70	$.34	$3.74	$.17
Ireland	1.05	.21	2.31	.10½
Israel	1.70	.34	3.74	.17
Italy	1.25	.25	2.75	.12½
Jamaica	1.05	.21	2.31	.10½
Japan	1.70	.34	3.74	.17
Liberia	1.25	.25	2.75	.12½
Mexico	●	●	●	●
Netherlands	1.25	.25	2.75	.12½
Netherlands Antilles	1.05	.21	2.31	.10½
Netherlands Guiana	1.55	.31	3.41	.15½
New Zealand	1.35	.27	2.97	.13½
Nicaragua	1.55	.31	3.41	.15½
Norway	1.25	.25	2.75	.12½
Pakistan	1.35	.27	2.97	.13½
Panama	1.55	.31	3.41	.15½
Paraguay	1.55	.31	3.41	.15½
Peru	1.55	.31	3.41	.15½
Philippine Islands	1.70	.34	3.74	.17
Poland	1.25	.25	2.75	.12½
Portugal	1.25	.25	2.75	.12½
Portuguese East Africa	1.70	.34	3.74	.17
Portuguese West Africa	1.70	.34	3.74	.17
Puerto Rico	1.05	.21	2.31	.10½
Saudi Arabia	1.70	.34	3.74	.17
Singapore	1.35	.27	2.97	.13½
Spain	1.25	.25	2.75	.12½
Sweden	1.25	.25	2.75	.12½
Switzerland	1.25	.25	2.75	.12½
Syria	1.70	.34	3.74	.17
Trinidad	1.05	.21	2.31	.10½
Turkey	1.25	.25	2.75	.12½
Union of South Africa	1.35	.27	2.97	.13½
United Kingdom	1.05	.21	2.31	.10½
Uruguay	1.55	.31	3.41	.15½
Venezuela	1.55	.31	3.41	.15½
Virgin Islands	1.05	.21	2.31	.10½

★ Rates from New York to Fairbanks: Day Message (15 words), $4.05; Night Letter (50 words), $3.25; Day Letter (50 words), $5.55.

▲ Rates from New York to Montreal: Day Message (10 words), $1.15; Night Letter (50 words), $1.15; Day Letter (50 words), $1.73.

● Rates from New York to Mexico City: Day Message (10 words), $2.00; Day Letter (50 words), $3.00; Night Letter (50 words), $2.00.

† Effective January 1, 1960, minimum word count will be 7 words.

IMPORTANT: All the above rates are subject to a 10% Federal Tax.

1. A cable code address of your own choice may be registered at any Western Union office in the United States provided it does not conflict with some other code address already on file. An abbreviated address makes it possible to save words in the signature of a message and will reduce the cost to foreign correspondents when they address messages in reply. Frequently a firm in this country and its foreign correspondent will register an identical cable address and confine its use to the exclusive exchange of messages between themselves. This is known as a reversible address and obviates the need for a signature on messages, thus saving the cost for one word. The charge for a registered address in this country is $10 annually or $6 for six months.

2. When sending a message to one person at the address of another the phrase "in care of" is usually used. In such cases it is preferable to substitute the abbreviated international indicator "chez"; for example, "ROBERTS CHEZ JOHNSTON 2 RUE DES ITALIENS PARIS" instead "ROBERTS IN CARE OF JOHNSTON ETC."

3. Frequently cable users select LT (overnight) service for sending short messages. A good rule to follow is to always use FR (full-rate) service when the message is 11 words or less—you can get the fast service and the cost is less.

4. Frequently the sender of a full-rate or LT message wishes to prepay the charges for a reply to his message. In such instances the indicator "RP" (reply paid) and the figures showing the amount prepaid are inserted before the addressee's name by the local telegraph clerk. The cost is for one word plus the amount prepaid for the reply. Since the charges for messages from various countries are substantially different in most cases, it is important that sufficient funds be sent to cover the cost of a reply.

5. Full-rate or LT messages will be forwarded to an addressee who has left the place to which the message was originally addressed if the indicator "FS" is placed before the addressee's name. The charge is for one word. Additional forwarding addresses may be furnished (which are charged for) or the sender may rely on the addressee leaving a forwarding address each time he moves on. The sender must agree to pay the forwarding charges in the event the addressee declines to do so or if the message is forwarded but undelivered.

6. Collect messages are not available (other than for Government and Press) except between the United States and possessions and to and from Canada and Mexico.

7. Usually foreign telegraph administrations will not make delivery of messages to business addresses after the close of the regular business day, unless special "after-hour" delivery intructions are on hand. However, you can insure the prompt delivery of full-rate messages after business hours if the word "NUIT" is inserted before the addressee's name. The charge is for one word.

8. A report of the time and date of delivery of a full-rate message may be obtained from the office at destination if the indicator "PC" or "PCP" is inserted before the addressee's name. The indicator "PC" means that a report will be furnished by cable; the cost is for one word plus a six word reply. "PCP" means a report will be furnished by mail; the cost is for only one word.

9. If you plan to travel abroad, Western Union International Communications, 60 Hudson St., New York 13, N. Y., will be glad to furnish a credit card which will enable you to send messages without prepayment from Western Union offices abroad and the telegraph offices of many foreign administrations. Credit cards may also be obtained from any of the Regional Managers by simply addressing a request to him.

10. If the sender of a full-rate message wishes delivery to be made to the addressee in person, the indicator "MP" or "MAINS PROPRES" (meaning Personal Delivery) must be inserted before the addressee's name. The cost is for one word. There are a few countries where this service is not available; your local Western Union office should be consulted for such information.

11. Full-rate or LT messages may be sent to an addressee in care of a foreign post office by inserting the indicator "GP" or "Poste Restante" before the addressee's name. Messages may also be sent in care of the destination telegraph office by inserting the indicator "TR" or "Telegraph Restant." The cost is for one word.

12. Full-rate messages will be telephoned quickly to the addressee at destination by inserting before the addressee's name the indicator "TP" (for telephone) followed by the addressee's telephone number, if available; for example, "TP PASSY 5074 SMITH PARIS." Telephone delivery will not be made, however, if it is contrary to the regulations of the administration to which the destination office is subject, or if the addressee has specifically requested that messages addressed to him should not be delivered by telephone. The charge is for one word.

ALL AROUND THE WORLD

WESTERN UNION'S HANDY CHART OF CABLE CHARGES

Select Word Rate of Destination
From Adjoining Tables

FULL RATE (FR)

NBR OF WDS	per word $0.21	$0.25	$0.27	$0.31	$0.34	NBR OF WDS	per word $0.21	$0.25	$0.27	$0.31	$0.34
*7	1.47	1.75	1.89	2.17	2.38	55	11.55	13.75	14.85	17.05	18.70
8	1.68	2.00	2.16	2.48	2.72	56	11.76	14.00	15.12	17.36	19.04
9	1.89	2.25	2.43	2.79	3.06	57	11.97	14.25	15.39	17.67	19.38
10	2.10	2.50	2.70	3.10	3.40	58	12.18	14.50	15.66	17.98	19.72
11	2.31	2.75	2.97	3.41	3.74	59	12.39	14.75	15.93	18.29	20.06
12	2.52	3.00	3.24	3.72	4.08	60	12.60	15.00	16.20	18.60	20.40
13	2.73	3.25	3.51	4.03	4.42	61	12.81	15.25	16.47	18.91	20.74
14	2.94	3.50	3.78	4.34	4.76	62	13.02	15.50	16.74	19.22	21.08
15	3.15	3.75	4.05	4.65	5.10	63	13.23	15.75	17.01	19.53	21.42
16	3.36	4.00	4.32	4.96	5.44	64	13.44	16.00	17.28	19.84	21.76
17	3.57	4.25	4.59	5.27	5.78	65	13.65	16.25	17.55	20.15	22.10
18	3.78	4.50	4.86	5.58	6.12	66	13.86	16.50	17.82	20.46	22.44
19	3.99	4.75	5.13	5.89	6.46	67	14.07	16.75	18.09	20.77	22.78
20	4.20	5.00	5.40	6.20	6.80	68	14.28	17.00	18.36	21.08	23.12
21	4.41	5.25	5.67	6.51	7.14	69	14.49	17.25	18.63	21.39	23.46
22	4.62	5.50	5.94	6.82	7.48	70	14.70	17.50	18.90	21.70	23.80
23	4.83	5.75	6.21	7.13	7.82	71	14.91	17.75	19.17	22.01	24.14
24	5.04	6.00	6.48	7.44	8.16	72	15.12	18.00	19.44	22.32	24.48
25	5.25	6.25	6.75	7.75	8.50	73	15.33	18.25	19.71	22.63	24.82
26	5.46	6.50	7.02	8.06	8.84	74	15.54	18.50	19.98	22.94	25.16
27	5.67	6.75	7.29	8.37	9.18	75	15.75	18.75	20.25	23.25	25.50
28	5.88	7.00	7.56	8.68	9.52	76	15.96	19.00	20.52	23.56	25.84
29	6.09	7.25	7.83	8.99	9.86	77	16.17	19.25	20.79	23.87	26.18
30	6.30	7.50	8.10	9.30	10.20	78	16.38	19.50	21.06	24.18	26.52
31	6.51	7.75	8.37	9.61	10.54	79	16.59	19.75	21.33	24.49	26.86
32	6.72	8.00	8.64	9.92	10.88	80	16.80	20.00	21.60	24.80	27.20
33	6.93	8.25	8.91	10.23	11.22	81	17.01	20.25	21.87	25.11	27.54
34	7.14	8.50	9.18	10.54	11.56	82	17.22	20.50	22.14	25.42	27.88
35	7.35	8.75	9.45	10.85	11.90	83	17.43	20.75	22.41	25.73	28.22
36	7.56	9.00	9.72	11.16	12.24	84	17.64	21.00	22.68	26.04	28.56
37	7.77	9.25	9.99	11.47	12.58	85	17.85	21.25	22.95	26.35	28.90
38	7.98	9.50	10.26	11.78	12.92	86	18.06	21.50	23.22	26.66	29.24
39	8.19	9.75	10.53	12.09	13.26	87	18.27	21.75	23.49	26.97	29.58
40	8.40	10.00	10.80	12.40	13.60	88	18.48	22.00	23.76	27.28	29.92
41	8.61	10.25	11.07	12.71	13.94	89	18.69	22.25	24.03	27.59	30.26
42	8.82	10.50	11.34	13.02	14.28	90	18.90	22.50	24.30	27.90	30.60
43	9.03	10.75	11.61	13.33	14.62	91	19.11	22.75	24.57	28.21	30.94
44	9.24	11.00	11.88	13.64	14.96	92	19.32	23.00	24.84	28.52	31.28
45	9.45	11.25	12.15	13.95	15.30	93	19.53	23.25	25.11	28.83	31.62
46	9.66	11.50	12.42	14.26	15.64	94	19.74	23.50	25.38	29.14	31.96
47	9.87	11.75	12.69	14.57	15.98	95	19.95	23.75	25.65	29.45	32.30
48	10.08	12.00	12.96	14.88	16.32	96	20.16	24.00	25.92	29.76	32.64
49	10.29	12.25	13.23	15.19	16.66	97	20.37	24.25	26.19	30.07	32.98
50	10.50	12.50	13.50	15.50	17.00	98	20.58	24.50	26.46	30.38	33.32
51	10.71	12.75	13.77	15.81	17.34	99	20.79	24.75	26.73	30.69	33.66
52	10.92	13.00	14.04	16.12	17.68	100	21.00	25.00	27.00	31.00	34.00
53	11.13	13.25	14.31	16.43	18.02	101	21.21	25.25	27.27	31.31	34.34
54	11.34	13.50	14.58	16.74	18.36	102	21.42	25.50	27.54	31.62	34.68

*MINIMUM CHARGE—7 WORDS

CABLE LETTER (LT)

NBR OF WDS	per word $.10½	$.12½	$.13½	$.15½	$.17	NBR OF WDS	per word $.10½	$.12½	$.13½	$.15½	$.17
†22	2.31	2.75	2.97	3.41	3.74	70	7.35	8.75	9.45	10.85	11.90
23	2.42	2.88	3.11	3.57	3.91	71	7.46	8.88	9.59	11.01	12.07
24	2.52	3.00	3.24	3.72	4.08	72	7.56	9.00	9.72	11.16	12.24
25	2.63	3.13	3.38	3.88	4.25	73	7.67	9.13	9.86	11.32	12.41
26	2.73	3.25	3.51	4.03	4.42	74	7.77	9.25	9.99	11.47	12.58
27	2.84	3.38	3.65	4.19	4.59	75	7.88	9.38	10.13	11.63	12.75
28	2.94	3.50	3.78	4.34	4.76	76	7.98	9.50	10.26	11.78	12.92
29	3.05	3.63	3.92	4.50	4.93	77	8.09	9.63	10.40	11.94	13.09
30	3.15	3.75	4.05	4.65	5.10	78	8.19	9.75	10.53	12.09	13.26
31	3.26	3.88	4.19	4.81	5.27	79	8.30	9.88	10.67	12.25	13.43
32	3.36	4.00	4.32	4.96	5.44	80	8.40	10.00	10.80	12.40	13.60
33	3.47	4.13	4.46	5.12	5.61	81	8.51	10.13	10.94	12.56	13.77
34	3.57	4.25	4.59	5.27	5.78	82	8.61	10.25	11.07	12.71	13.94
35	3.68	4.38	4.73	5.43	5.95	83	8.72	10.38	11.21	12.87	14.11
36	3.78	4.50	4.86	5.58	6.12	84	8.82	10.50	11.34	13.02	14.28
37	3.89	4.63	5.00	5.74	6.29	85	8.93	10.63	11.48	13.18	14.45
38	3.99	4.75	5.13	5.89	6.46	86	9.03	10.75	11.61	13.33	14.62
39	4.10	4.88	5.27	6.05	6.63	87	9.14	10.88	11.75	13.49	14.79
40	4.20	5.00	5.40	6.20	6.80	88	9.24	11.00	11.88	13.64	14.96
41	4.31	5.13	5.54	6.36	6.97	89	9.35	11.13	12.02	13.80	15.13
42	4.41	5.25	5.67	6.51	7.14	90	9.45	11.25	12.15	13.95	15.30
43	4.52	5.38	5.81	6.67	7.31	91	9.56	11.38	12.29	14.11	15.47
44	4.62	5.50	5.94	6.82	7.48	92	9.66	11.50	12.42	14.26	15.64
45	4.73	5.63	6.08	6.98	7.65	93	9.77	11.63	12.56	14.42	15.81
46	4.83	5.75	6.21	7.13	7.82	94	9.87	11.75	12.69	14.57	15.98
47	4.94	5.88	6.35	7.29	7.99	95	9.98	11.88	12.83	14.73	16.15
48	5.04	6.00	6.48	7.44	8.16	96	10.08	12.00	12.96	14.88	16.32
49	5.15	6.13	6.62	7.60	8.33	97	10.19	12.13	13.10	15.04	16.49
50	5.25	6.25	6.75	7.75	8.50	98	10.29	12.25	13.23	15.19	16.66
51	5.36	6.38	6.89	7.91	8.67	99	10.40	12.38	13.37	15.35	16.83
52	5.46	6.50	7.02	8.06	8.84	100	10.50	12.50	13.50	15.50	17.00
53	5.57	6.63	7.16	8.22	9.01	101	10.61	12.63	13.64	15.66	17.17
54	5.67	6.75	7.29	8.37	9.18	102	10.71	12.75	13.77	15.81	17.34
55	5.78	6.88	7.43	8.53	9.35	103	10.82	12.88	13.91	15.97	17.51
56	5.88	7.00	7.56	8.68	9.52	104	10.92	13.00	14.04	16.12	17.68
57	5.99	7.13	7.70	8.84	9.69	105	11.03	13.13	14.18	16.28	17.85
58	6.09	7.25	7.83	8.99	9.86	106	11.13	13.25	14.31	16.43	18.02
59	6.20	7.38	7.97	9.15	10.03	107	11.24	13.38	14.45	16.59	18.19
60	6.30	7.50	8.10	9.30	10.20	108	11.34	13.50	14.58	16.74	18.36
61	6.41	7.63	8.24	9.40	10.37	109	11.45	13.63	14.72	16.90	18.53
62	6.51	7.75	8.37	9.61	10.54	110	11.55	13.75	14.85	17.05	18.70
63	6.62	7.88	8.51	9.77	10.71	111	11.66	13.88	14.99	17.21	18.87
64	6.72	8.00	8.64	9.92	10.88	112	11.76	14.00	15.12	17.36	19.04
65	6.83	8.13	8.78	10.08	11.05	113	11.87	14.13	15.26	17.52	19.21
66	6.93	8.25	8.91	10.23	11.22	114	11.97	14.25	15.39	17.67	19.38
67	7.04	8.38	9.05	10.39	11.39	115	12.08	14.38	15.53	17.83	19.55
68	7.14	8.50	9.18	10.54	11.56	116	12.18	14.50	15.66	17.98	19.72
69	7.25	8.63	9.32	10.70	11.73	117	12.29	14.63	15.80	18.14	19.89

†MINIMUM CHARGE—22 WORDS

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56 Four-page illustrated bulletin illustrates and describes the Model A-5 Baldwin-Clark weighing attachment for fork trucks. Electronic weighing attachment makes possible the in-transit weighing of loads by fork trucks, eliminating need for weighing loads at platform scales.

57 Standard Conveyor's new four-page brochure describing and outlining the advantages of "a completely new concept in vertical conveyors." Discusses the vertical conveyor's uniqueness, where and how to use it, and how it saves time, space, and money.

58 Single-page bulletin which provides technical data and design features of A. J. Gerrard & Co.'s Strapbinder combination stretcher-sealers for application of flat steel strapping.

59 Clark Equipment's Utilitruc 7024, battery-powered fork truck of 7,000 pounds' capacity, is described and illustrated in a four-page bulletin.

60 *Pallet or Palletless Handling*, an interesting and informative eight-page brochure, has been published by Automatic Transportation Co. It is designed to "give industrial lift truck users the pros and cons of both handling methods in order that they may select the most economical system to suit their individual job requirements."

61 Signode's new four-page folder contains detailed descriptions and a chart of specifications and applications help to select the one combination tool (it tensions strap, applies seal, makes joint, and cuts strap) most efficient for the job in mind.

Please Note

Items are offered in *Come 'n' Get It* for three consecutive months. Added this month are items Nos. 75 to 82.

Items generally remain available for approximately three months after the last time of publication, but may be withdrawn earlier.

62 Principles of APC (adjustable pressure conveyor) operation and their application to live roller conveyors are explained in a four-page, illustrated brochure.

63 Africa is changing so rapidly these days that the standard maps of a few months ago no longer hold true. Here's UAT French Airlines' newly published map of Africa, including a listing of the names of the newly independent countries, with data about each. Valuable.

64 *The Air Express Story*, an absorbing eight-page booklet which relates the history of Railway Express Agency's Air Express Division—its beginnings, and how it grew.

65 *Chateaux in the Sky* is a handsome 16-page booket prepared by Air France. In full color, the booklet relates the lively history of the chateaux, and reproduces and explains the evolution of their heraldic shields.

66 Eight-page bulletin which describes Rapistan's small-parts handling conveyors. Photo illustrations.

67 The most recent issue of *Package Laboratory News*, organ of Hinde & Dauch, features the subject of pre-shipment testing. The issue also contains a story on air freight's relationship to product packaging.

68 A new catalog describes modular packaging. Contents illustrate and describe how standard components are assembled in modules to make containers from 2' x 2' x 2' to any size requirement that comply with rigid specifications as to environmental and shock conditions.

69 New four-page bulletin gives complete details and specifications of Clark's electric Utilitruc, 6,000-pound capacity fork truck.

70 Photos, drawings, and diagrams explain principles, operation and installations of the Rapistan Flow Rack for live storage.

71 A new bulletin by The Raymond Corp. illustrates and describes the company's line of electric walkie trucks designed for narrow-aisle operations.

72 Here is a handy 23-page booklet of events around the world, prepared by Air France. Features trade fairs, conventions and meetings, national events, etc.

73 Add to your file of shipping information the transpacific memo air freight tariff and domestic air freight tariff of Northwest Orient Airlines.

74 *Coordinated Materials Handling*, an excellent handbook illustrating new ideas in materials handling for manufacturers, retailers, wholesalers and service industries. Profusely illustrated.

75 *Community Progress in the Air Age*, an interesting new booklet which shows how the Air Age helps build the community and the nation by creating new industries, stimulating production, generating business and travel, and making new jobs and payrolls.

76 Six-page folder which describes permanent, inclined belt conveyors for interfloor handling of goods and materials.

77 *Better Ways to Package, Unitize, and Ship*, a 40-page, pocket-size booklet, now in its 20th revised edition, which includes descriptions of Signode Steel Strapping Company's line of equipment, including compression strabbing and jib crane systems. Lists a dozen strapping pointers to help shippers achieve better results. Helpful charts.

78 Memorandum cargo tariff of British Overseas Airways Corp. which provides information on rates from New York to 188 destinations throughout the world. This new edition specifies commodities under 35 categories.

79 How an electrical product manufacturer has been able to keep pace with rapidly expanding production, absorb new materials handling requirements, and enable a large portion of its operation to move inside existing buildings, is the subject of a new Lewis-Shepard case history bulletin.

80 A new 16-page bulletin describes how engineered protection against shipping and handling can be achieved with elastomeric mounting systems.

81 Four-page bulletin which describes how a rubber-tired wheel works and what it does in materials-handling applications.

82 *ABC of Pallet Handling*, a handy digest-size booklet which describes different types of pallets and their uses. Shows how to estimate pallet requirements by floor area, weight, and unit. Loading instructions as well as safe pallet operation are given.

McPHERSON

(Continued from Page 7)

McPherson was 26 years old now and restless. He was urgently aware that he was not utilizing his best capabilities. He was marking time—and letting valuable time slip by. His old predilection for the legal profession had been dulled by war. Another deadly period of intensive study and self-support did not appeal to him at this stage in life. His mind cast about for something challenging, but that "something" eluded him.

Then his path crossed that of Harold Provo. It was the first tentative step of Fate in his direction.

Provo was leaving an airline job in order to establish an air expediting firm for a group of North California flower shippers. Half a dozen flower men were putting up $1,000 each to

help get the company started. For the sum of $6,000 McPherson could purchase a partnership in the new firm, Airborne Flower Traffic.

"My intuition told me that this was it; that one day there would be something in it," McPherson said, recalling the moment of the proposition's presentation to him. "I had nothing else to go on but a hunch."

It took all his life's savings, but he obeyed his first impulse and took a flyer in the business. This nailed him down to San Francisco as his base of operations.

The new venture was hardly a success. Expenses exceeded income. Besides, there were too many cooks hovering about the broth. Eventually McPherson and Provo arrived at the decision that the business would have a better chance without an army of partners. The flower wholesalers were paid off and the company become a two-man partnership. In April, 1947, the firm was incorporated. Provo, who owned a 51% interest, was president. McPherson, with 49%, was vice president.

The partnership was short-lived. Four months later, McPherson "borrowed, scraped, scrounged around for money, even sold property" to purchase Provo's majority interest. McPherson took over as president.

The year 1947 was a gray recession year. But it was also a year of reconstruction for McPherson. Flower traffic was giving his firm the lion's share of its revenues, but his own swiftly expanding experience in an industry still wearing damp swaddling clothes, plus some astute study, convinced him it would not always be thus. Without losing his now deep interest in the myriad problems surrounding the shipment of fresh flowers, his eyes roamed farther afield. Offices were opened in Los Angeles, Cleveland, and New York.

The very same year, McPherson was introduced to the labyrinth of Washington bureaucracy. He learned his way around the Civil Aeronautics Board, once spending 13 hours on the stand testifying in a CAB hearing affecting the forwarders.

For a brief time a forwarders' organization had flourished, then sputtered into utter extinction. McPherson considered this state of affairs as calamitous to an industry battling for industry recognition, shipper acceptance, and general respectability. The vacuum was unthinkable. He pleaded the cause of unanimity of purpose and action. The fledgling air freight forwarding industry divided, he argued, could not withstand the attack on it.

Ultimately he took unilateral action, flew to New York, rented a single-room apartment off Gramercy Park, and dispatched a series of identical telegrams to key forwarding executives in the metropolitan area. Successful in corraling them in close quarters, some earnest words were exchanged among the businessmen. Ranks closed once more, and the present Air Freight Forwarders Association was born. One of its first achievements as an industry body was in stamping out throatcutting practices then widespread. McPherson served as AFFA president in 1951-53. The organization has gone on and up to major industry status and has made its weight felt in the capital.

A year ago, discussing the achievements of the air freight forwarding industry in the decade which was coming

to a close, he pointed to CAB authorization of certificates of indefinite duration as the high point of the 10 years. He expressed the feeling that the formation of AFFA had "brought about a greater understanding of the forwarder and his contribution to transportation, to the CAB, to the airlines, and to the public." McPherson added:

"A significant fact which has proved the need for forwarders has been that the volume of freight shipped by leading forwarders has increased even more, proportionately, than the increase in the entire air freight industry. . . . The greatest problem facing the forwarders today is that of convincing the airlines of our sincere desire to work with them. With this conviction between the airlines and the forwarders, energy and money now being pitted against each other could be spent to accelerate the development of an integrated, efficient service for the shipping public.

"I am firmly convinced the forwarder-airline relationship *will* improve, strictly from the practical, economic viewpoint that each needs the other. Logic dictates that time will bring about genuine coordinated efforts. With an approach of mutual understanding and cooperation, the air cargo industry should be able to dip down into the lower strata of volume freight available in the United States, and bring about the tremendous results which have been prophesied by so many. I see no reason to doubt that, with the advent of new, true, all-cargo airplanes, our business will increase 10-fold by 1965, and even more thereafter."

Meanwhile the steady expansion of company operations had brought a name change for Airborne Flower & Freight Traffic, Inc.: it became Airborne Freight Corporation, not only a more manageable name, but more descriptive of the traffic it actually handled. In the early 1950s, Airborne was grossing about $500,000 a year. In its last fiscal year ended March, 1960, a gross of $12 million was reported—and the upward trend has not been interrupted or slowed. The corporation owns a fleet of more than 70 trucks. Total assets are in the neighborhood of $2 million, with net worth figured at $800,000.

Airborne has become the parent company of seven forwarding firms and travel agencies: Airgo International/Corporation; Cross-World Air Cargo Corporation; Pan-Maritime Cargo Service, Inc.; Green, Scott & Company, Inc.; Orient Tours, Inc.; Daly Travel Service, Inc.; and Pardo y Cia, Inc. If more are acquired, it would cause hardly a ripple of surprise.

As McPherson had foreseen and planned, the traffic handled for the North California flower industry was reduced in relative importance to total company revenue as Airborne spread

and penetrated new markets. But even if it comprises only 10% to 12% of present Airborne revenues, the welfare of this specialized traffic remains as close to McPherson's personal interest as ever in the past. He speaks of the growers' problems with vital authority.

A couple of years ago, while in San Francisco on a short visit, I spent the better part of an evening listening to McPherson expertly recite the various facets of an urgent problem. The growers were in a loud state of agitation due to the inadequacy of airlift out of the Bay area. Airborne's president interlaced the historical facts of the situation with astute comments of his own which served to bring the problem into sharper relief. By the time I returned to New York, a packet of statistical data on the same subject which he had airmailed was waiting on my desk.

An illustration of the volume of flower traffic the firm is geared to handle may be illustrated by an *Air Transportation* news item published seven years ago. During the Easter rush that year, Airborne used approximately 100 scheduled flights a day to domestic and foreign destinations. Over 80% of all the freight which left San Francisco International Airport during the week prior to Easter Sunday consisted of fresh flowers.

However, as already has been stated, Airborne, at McPherson's insistence, was hot and heavy on the trail for every conceivable kind of commodity. Industrial machinery, king crabs, newspapers, electronic components, wearing apparel—everything was dropping into the Airborne cauldron. In 1957, when *Air Transportation* asked McPherson if his company had been successful in converting surface shippers to the use of air freight, he rattled off four main categories which Airborne had found receptive: "commodities known as nursery stock, such as acacia and heather, which at one time moved 100% in surface transportation; freight moving in from the Orient by ocean which once was transferred to surface transportation; Chinese vegetables moving into Eastern cities for consumption in the best Chinese restaurants; and surface parcel post shipments."

Apart from his activities as Airborne president, McPherson is a member of the Commonwealth Club of San Francisco and the Young Presidents Club. Occasionally he will be found addressing college students on the opportunities found in small business.

In the early years of Airborne, McPherson spent as much as half of each year away from home, "most of the time in Washington." He has eased up to a certain extent, but he still averages from 150,000 to 200,000 miles

a year. Jet travel, of course, has telescoped time and reduced the length of each absence.

Last year he spent 16 days in the Soviet Union. On the one hand his visit left him with the indelible impression that the United States, all things considered, by far outstrips Russia. On the other, he was particularly struck by the Russians' dedication to their own strivings. It is the sort of dedication which Americans, probably through prosperity and excessive attention to ease of living, have let slide. This relaxation, McPherson feels, spells danger and can help thrust the Soviet ahead by default. He took cognizance of a Russian zeal which was common to all Americans in pioneer days and during the industrial revolution. In his quiet way, McPherson earnestly called for a return to old values.

With the heavy responsibilities which go hand-in-hand with running an organization of Airborne's scope—it has nearly 500 offices and agencies throughout the world—and his activities in industry and civic affairs, is there time left for a breather by doing something else? McPherson admits to being a "continual reader," with his tastes leaning towards books on business subjects, psychology, and human behavior. He likes to relax to music, but prefers it to be in the lighter vein of Victor Herbert or Richard Rodgers.

He hasn't given up athletics altogether. To prove this statement, there's a gymnasium which he has built in his home in Hillsborough. Whenever he gets the opportunity, he will don a pair of water or snow skis, or climb into the gear of a duck hunter.

What lies ahead for him? What lies ahead for Airborne? McPherson didn't have to think long for his response:

"We're out to build real good, solid transportation. We're going about the job area by area, and it's showing results.

"It's surprising that we at Airborne—the whole air freight forwarding industry, actually—has done as well as we have. There has been no real plane with which to work. Therefore, I think we will come face to face with our big potential when the new airfreighter comes. Maybe it's the CL-44. I don't know. We'll see.

"The big weakness in the whole air freight industry is that the managements of the airlines and the forwarders still have not got together and reached a common understanding. Another weakness I should mention is that a substantial part of the shipping public hasn't the faintest idea about the economic potentialities of air freight in their own businesses.

"The new Pacific rate structure? It's a big step ahead. I think freight will double and triple over the Pacific. The Atlantic? Well, let's say that the rate of growth from now on will not continue in proportion to Pacific development—not with the present Atlantic rate structure, which does not encourage the forwarder." —R. M.

INTERLINE

REA-TWA

Railway Express Agency and Trans World Airlines have effected a new interline agreement, "simplifying the handling of international shipments via a coordinated air cargo-surface express service." The pact links shippers and receivers at approximately 20,000 off-airline points served by express in the United States and those served overseas by the big air carrier in 23 major world markets. The signing of the deal was announced by E. O. Cocke, TWA senior vice president and system general manager, and Anthony F. Arpaia, REA vice president-international services.

First pact to cover international shipments, it extends TWA-REA domestic interline air-surface operations which became effective five months ago (*June AT; Page 6*). Shipments may be originated at any off-airline point in the United States through Railway Express and moved to any TWA destination city overseas, or in reverse order.

IATA

CONFERENCE HEADS VOTED

H. B. Renwick, vice president of Canadian Pacific Air Lines, has been elected chairman of the Western Hemisphere Traffic Conference of the international airlines. Other officers of IATA Traffic Conference 1 named are H. D. Reynolds, American Airlines; and Sergio Aldunate, LAN-Chile, both vice chairmen.

Officers of Traffic Conference 2 for Europe, the Middle East and Africa will be Hans Aeppli, Swissair, chairman; Matthew Larkins, South African Airways; and Salim Salaam, Middle East Airlines, vice chairmen.

Heading Traffic Conference 3 for Asia and Australasia will be Roberto Lim, Philippine Air Lines, as chairman; V. M. Green, Civil Air Transport; and J. C. Malani, Air India, as vice chairmen.

HANDLING GROUP SET

Formation of the new Ground Handling Advisory Group was approved by the 16th

Annual General Meeting of the International Air Transport Association at its recent session at Copenhagen. It has been created to find ways of speeding the processing of passengers and cargo through the main airports and town terminals on the world air network.

Sir William P. Hildred, Director General of IATA, pointed out that the swelling volume of passengers and goods has produced serious handling problems for the airlines. Extraordinary efforts are needed to reduce the time taken by passengers and cargo from the moment of check-in at town terminals until their aircraft actually take off, he declared. These ground handling problems are often aggravated by surface transport delays on congested roads, poor layout of terminal buildings and inadequate facilities at airports, as well as by excessive government formalities, he said. The new group is to study all aspects of the problem and recommend practical solutions for joint airline action.

E. P. Whitfield, traffic director of British European Airways, is chairman of the new group. J. A. Clay, director of terminal service of TWA, is vice chairman, and V. H. King, of the IATA Technical Liaison Office at London, serves as secretary.

MAKING THE DEAL OFFICIAL

Completing arrangements between their companies and inking the contracts are (left to right): C. W. Rinko, general traffic manager, American Express Co.; George F. Doherty, American Express vice president—foreign traffic; I. Wakinishi, general manager, Osaka, Shosen, Keisho Line, Japanese rail company; and H. Masuda, assistant general manager of the latter firm. Under the terms of the agreement, American Express has become break-bulk agent on all consolidated air freight shipments from the Shosen Air Service to the United States and Canada. Shosen is a subsidiary of the railroad line.

GROUND SERVICES

PAN AM IN AIR-TRUCK PACTS

Pan American World Airways and Terminal Transport Company, Inc., are now operating under a new air-truck agreement. According to Willis G. Lipscomb, vice president - traffic and sales, points served include all the cities in Puerto Rico, Central and South America where Pan Am operates and Atlanta, Chicago, Indianapolis and Louisville. The United States points are cities along Terminal Transports' certificated routes. The cargo exchange between aircraft and truck is made at Miami. This is the southernmost terminal point in Terminal Transport's operations.

Lipscomb
New pact

The cargo agreement provides for single-carrier responsibility to shippers for goods transported between Latin American points and cities in Southern and Central portions of this country served directly by the surface carrier or through its connecting carriers. Through documentation is provided by the carriers. The new pact also provides for through in-bond service for importers at points of entry; prepaid, collect and COD arrangements, automatic exchange of foreign currencies, and door-to-door transportation. A memorandum tariff has been issued jointly by Pan American and Terminal Transport. It contains rates applicable via the participating carriers, detailed information as to documentation required, insurance charges and coverages, and a list of points served by Pan Am and Terminal Transport.

FORWARDERS

AEIC ACTIVE IN EUROPE

Air Express International Corp. has been extremely active in Europe during recent weeks. Aside from receiving a spate of charters from AEIC at New York International Airport, two of its key stations on the Continent made industry news. In France, Air Express International Agency (France) S. A., formerly jointly owned by AEIC and private interests of that country, has been purchased outright by AEIC and now is a wholly-owned subsidiary. In Germany, Air Express International G.m.b.H. has been accepted as a member of the important Deutsches Luftfrachtkontor.

Chester M. Mayer, AEIC president, who issued the announcement of the purchase of the French company, stated that the firm has been refinanced, capitalized at 20 million old francs. Previous capitalization had been one million old francs. Headquarters are at 17 rue de Maubeuge, Paris. An airport facility is maintained at Orly.

Heading AEIA (France) as president and director general is Michel Prevost, who had served AEIC as its special representative in France. Alvin B. Beck has been elected executive vice president, a position he holds with the parent company. Mayer, Beck, Prevost, and "Air Express International Corp."—the latter a French legal requirement—comprise the board of directors.

AEIC's German organization, which is based at Rhein-Main Airport, Frankfurt, is managed by Hans Doelter. Acceptance by the Deutsches Luftfrachtkontor, Bonn, makes the firm eligible to take advantage of its mass consolidations of air shipments received from its forwarder members throughout West Germany. This enables the *luftfrachtkontor* (air groupage firm) to purchase cargo space at low bulk rates. The Deutsches Luftfrachtkontor, a national body, is the outgrowth of seven independent *luftfrachtkontore* which previous operated on a regional basis *(June 1959 AT; Page 24. August 1959 AT; Page 30)*.

DOW EXPANDS OFFICES

Frank B. Dow Co., Inc., located in the Olympic National Building, Seattle, has enlarged its operating area to 2,226 square feet, an increase of 983 square feet. Organized in this city 67 years ago, the firm maintains offices in Portland (Ore.), San Francisco, Los Angeles, and Houston. Service offices are located in Chicago and New York for the handling of Dow consolidations to the Orient, "as well as to promote movement of imports and exports via Seattle and Pacific Coast ports."

William D. White heads the firm as president. The Seattle office is managed by Stephen Gladish, vice president.

BARNETT AGENTS CONVENE

Norman Barnett, executive vice president of Barnett International Forwarders, Inc., New York, recently returned from Brussels where he served as chairman of the second meeting of Medallion Airfreight System agents. Medallion is an entity of Barnett. Attending the session were representatives from Belgium, Sweden, Denmark, France, West Germany, Holland, Switzerland, Italy, United Kingdom, Union of South Africa, and French Morocco.

Barnett
Heads parley

According to Barnett, the parley was devoted to a discussion of ways and means to increase volume air freight traffic across the North Atlantic, as well as how better to service clients. The forwarding executive also visited France, West Germany, and Italy where he conferred with clients and inspected agency facilities.

AIRBORNE IN SESSIONS

Managers of Airborne Freight Corporation converged on San Francisco headquarters to participate in a four-day convention which started October 27. The fourth annual such meeting, its theme this year was *The Big Picture*. In attendance were:

J. Leong, vice president and manager, Hawaii and the Orient; B. Bernstein, station manager, Pan Maritime Cargo Service, Inc., Frankfurt, Germany (Airborne subsidiary); H. Pardo, vice president, Pan Maritime, Caracas, Venezuela; J. Pesko,

district manager, New York; M. Brautman, president, Pan-Maritime, New York; P. Mentges, district manager, Los Angeles; H. Osterhout, district manager, Philadelphia; G. Disley, district manager, Detroit; D. Burke, district manager, Chicago; H. Webster, district manager, St. Louis; H. Sullivan, district manager, Seattle; T. Pittinger, district manager, Portland (Ore.); F. Brown, district manager, Boston; R. Frey, district manager, Newark; G. Hext, district manager, Atlanta; R. Perronoud, international manager, Los Angeles; and M. Torres, district manager, Pan-Maritime, Chicago.

BOR-AIR IN AIR-TRUCK DEAL

H. Theodore Ahlers, vice president-sales, Bor-Air Freight Co., Inc., New York, has announced the conclusion of a contract with Hemingway Brothers Interstate Trucking Co., New Bedford, Mass., to effect a "closely coordinated transit system linking the New England terminals at Boston, North Andover, New Bedford, Auburn, and Providence with every city in the nation through Bor-Air's network of 237 airport cities." Ahlers maintained that the truck-air deal differs from other such arrangements because it "employs new and substantially lower pro-rates applicable only to freight received by an indirect air carrier for subsequent dispatch by air from New York."

CAB

RATE REVISIONS SUSPENDED

The Civil Aeronautics Board has suspended tariff revisions filed by Riddle Airlines and Pan American World Airways. The carriers had proposed tariff revisions which would have reduced rates on most specific commodities flown between New York and Puerto Rico. The Board has instituted an investigation into the proposed new rates. It will be consolidated with complaints against these rates.

Companies which have filed complaints against Riddle's proposed tariff include Trans Caribbean Airways, Pan Am (which stated that it had proposed its rates for defensive purposes), and Allied Air Freight International Corp.

Riddle's reductions would be applicable on all specific commodity rates except human remains, books, magazines, newspapers, and periodicals. The tariff proposes reductions from $15 per 100 pounds, minimum weight 100 pounds, to $14 per 100 pounds, minimum weight 100 pounds northbound; and a decrease from $15 per 100 pounds, minimum weight 100 pounds, to $14.50 per 100 pounds, minimum weight 100 pounds southbound on Commodity Groups 30 and 60.

The Board said:

"These carriers allege, *inter alia*, that the tariff is not in fact applicable to true specific commodity groupings since such groupings include a substantial majority of the cargo in this market; that the proposed decreases would reduce cargo rates between New York and Puerto Rico to an uneconomic level and would be unjust, unreasonable, unjustly discriminatory, unduly preferential, and unduly prejudicial; that the Board has instituted an investigation of certain reduced New York-San Juan cargo rates in Docket 11278 *et al.* and by Order E-15521 dated July 8, 1960, ordered investigated and suspended reduced commodity rates of Riddle in this market; that the considerations which led the Board to suspend the proposed Riddle rate reductions by Order E-15521 are equally applicable herein. (*August 1960 AT; Page 25.*)

"In our Order E-15521 we noted that the outward manifestations of a cargo 'rate war' in progress are evident, and stated: 'In 1959, the general commodity rate for shipments in minimum weights of 100 pounds in the New York-San Juan market was $20 per 100 pounds and the rate for shipments in minimum weights of 3,300 pounds in the same market was $17 per hundred. In less than nine months the air carriers offering cargo service between the mainland and Puerto Rico have filed a series of re-

Special Airshipment, Special Destination

Merck & Co., Inc., worldwide-known chemical manufacturers, is one of this country's major air shippers. This shipment in particular, picked up at Merck's Rahway, New Jersey, plant, was surrounded with an aura of distinction by reason of its special destination—the Receiving Officer at the United States Naval Supply Center at Oakland, California.

Consisting of an assortment of medicines, the shipment quickly found its way

Merck + Bernacki + TWA cooperate in Project Hope.

aboard the *S. S. Consolation*, one of the mercy vessels in the highly publicized Project Hope. The project is sponsored by the People-to-People Health Foundation, financed by public subscription and enjoys the cooperation of the United States Government. Project Hope envisions a six-ship White Fleet to tour the world, treating and helping the diseased and destitute.

The Merck shipment was handled by the air freight forwarding firm of Peter A. Bernacki, Inc. TWA airhauled it to the West Coast.

visions to their rates and charges culminating in the latest proposals.'

"The specific commodity groupings to which the tariff reductions apply cover a wide range of commodities and affect a significant portion of the total market. The tariff filing appears to be one more step in a series of tariff filings which have resulted in very substantial reductions in cargo rates in this market and which have necessitated investigation and investigation and suspension orders by the Board. We find that the proposed cargo rate reductions may therefore be unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial. Under the circumstances we will investigate the proposed tariff reductions, consolidate the investigation instituted herein with the investigation pending in Docket 11278 *et al.*, and suspend the tariff proposals pending the investigation."

In support of its proposal, Riddle has stated that its action is necessary to meet current competitive provisions. The Board said that it is not "persuaded" by the all-cargo airline's position. It pointed out that Riddle's proposed rates undercut "the specific commodity rates on any other direct air carrier in this market."

Allied, an air freight forwarder, has had in effect since last year 17 commodity rates of 14¢ per pound, minimum weight 100 pounds northbound, and 14½¢ per pound, minimum weight 100 pounds southbound. Its general commodity rate northbound, minimum weight 100 pounds, is 15¢ per pound, and 14½¢ per pound southbound. Allied, in its own brief filed with the Board, has refuted Riddle's contention that competition in the Puerto Rican market has hurt the airline. The forwarder contends that Riddle's share of the market has declined because of "failure of service, not only in the case of forwarder movements but also in the case of individual shippers." It argues that the suspended tariff, if made effective, will bring a decrease rather than an increase in Riddle revenue. Allied charged that the airline encouraged a forwarder to "spend time and money on developing a market through an effective airline high-volume tariff break, and then cut the forwarder out of the market by abolishing the break at its pleasure."

MILITARY CHARTER POLICY

Two orders issued concurrently by the Civil Aeronautics Board cleared the way for airlines of certain classifications to engage in contract and charter operations for the military. The orders granted exemptions from provisions of the Federal Aviation Act and the CAB Economic Regulations.

At the same time the Board once more went on record with the statement that broad exemptions formerly granted to the carriers are a thing of the past; that such exemptions no longer are needed, and have become "adverse to the public interest and can no longer be justified . . ." (*August 1960 AT; Page 25.*)

MILITARY CHARTERS OK'D

Seaboard & Western Airlines, Pan American World Airways, and Trans World Airlines have had their temporary authorizations to haul freight and mail to United States Air Force bases in Europe extended for another year to October 1, 1961. Flights are made to Mildenhall, England, and Chateauroux, France.

INTERVENE IN MERGER CASE

While turning down petitions by three city organizations, the Civil Aeronautics Board has granted permissions to 13 trunk, local service, and all-cargo air carriers and seven labor unions to intervene in the merger case of United Air Lines and Capital Airlines. Hearings already are under way.

ASSEMBLY TIME RULING

A proposed tariff revision by Western Transportation Co., Inc. (WTC Air Freight), which would extend from 24 to 48 hours the time during which parts of a shipment may be given to the airline to be assembled as a single shipment, has been suspended by the Civil Aeronautics Board. An investigation has been ordered. The Board found that WTC's proposal "is not consistent with the Board's decision in the Investigation of Accumulation, Assembly, and Distribution Rules Case, wherein we found that 24 hours was the maximum assembly period permitted.

LIA WINS PERMIT

A three-year foreign air carrier permit has been issued to Linea Internacional Aerea. S. A., of Ecuador, authorizing LIA to haul passengers, freight, and mail between "a point or points in Ecuador, the intermediate points Panama; San Andres Island, Colombia; Havana, Cuba; and the terminal point, Miami, Florida; and a point or points in Ecuador, the intermediate points Bogota, Colombia, and Kingston, Jamaica, and the terminal point Miami." LIA will operate off-route charters pursuant to Part 212 of the CAB Economic Regulations.

RECENT AGREEMENTS

Following are various agreements filed with the Civil Aeronautics Board during recent weeks:

Cartage services: Air Dispatch, Inc.—Benton Bros. Film Express (Miami); General Air Freight, Inc.—Retail Merchants Delivery (Des Moines); Emery Air Freight Corp.—Gene's Delivery Service (Chicago); Emery Air Freight Corp.—Shreveport Traffic Conference (Shreveport); Air Cargo, Inc.—Colorado Springs & Denver Delivery Service Co. (Colorado Springs).

Air-truck traffic: Riddle Airlines—Ryder Truck Lines, Inc.

Sales agency: Barnett International Airfreight, Inc.—Air Carriers Agency (Denmark).

ASA DROPS BOGOTA

ASA International Airlines, all-cargo carrier, has been granted permission by the Civil Aeronautics Board to suspend service between Florida and Bogota, Colombia, for a one-year period ending August 30, 1961. The Board stated:

"In support of its application ASA alleges, *inter alia*, that for the first six months of this calendar year its scheduled operations have been conducted at a loss; that profits on its non-scheduled operations are no longer expected to offset these losses; that recently ASA was forced to cease operations at Guatemala City, one of its strongest stations; that these factors require ASA to reduce its costs if it is to continue operating; ASA's operations at Bogota have been conducted at substantial losses for a long time, but have been continued in the hope of a resurgence in the Colombian economy; that this point has not been reached, and it now becomes imperative to eliminate these losses, and that under all these circumstances, the requested suspension would not be adverse to the public interest . . .

"Upon consideration of the foregoing, the Board finds that a limited volume of traffic has been generated by ASA at Bogota in recent years and that to require the carrier to continue the expense necessary to provide service at this point is not warranted by the traffic results. The temporary suspension of service authorized herein is in the public interest. The authority to suspend will be granted for a period of one year, at the expiration of which the Board will be afforded an opportunity to evaluate any changed economic circumstances which may occur in this area."

ASA recently switched its base from St. Petersburg to Miami (*October 1960 AT; Page 10*).

BOAC FREIGHTERS

(*Continued from Page 5*)

According to Bill Greenway, United States cargo manager, the DC-7Fs will fly between New York and London, one service calling at Manchester, and the other at Prestwick. Service to Chicago and Detroit will be as required. Boston has been set as a flag stop.

W. D. Koster, London-based system cargo sales manager, is known in the past to have viewed with favor the establishment of a transatlantic all-cargo operation. Within the industry, it is common knowledge that BOAC's new chairman, Sir Matthew Slattery, views the future of air cargo with more interest and optimism than his predecessor.

BOAC recently increased its all-cargo services between London and Singapore and Hong Kong, each Far East point receiving two flights a week.

AEIC CHARTERS

(*Continued from Page 5*)

"we actually were running a paper airline." There were numerous visits to the firm's various domestic and European offices, as well as joint conferences of United States and overseas staffs. Describing the first charter, Beck said:

"The freight assembled at Idlewild had been received at our airport terminal the previous evening, during the night, and the day of the actual flight. In all, a total of 76 destinations in the Eastern Hemisphere was represented in the charter load.

"The plane departed Saturday afternoon, landing at London Airport the following morning. In no more than 45 minutes the freight was offloaded and in the hands of our London branch. The plane took off again without delay and came into Rhein-Main Airport to deliver the balance of the cargo to our Frankfurt office."

It is understood that November charters, thus far, are running "at least as high as October's, or higher."

POSITIONS STATED

(*Continued from Page 6*)

from all the domestic airlines, both combination and all-freight . . . have been analyzed in light of the impact of the existing rate orders."

The association urged the Board to include "an examination into the domestic rate levels and structures, including volume breaks and commodity classifications, necessary to assist in the development of a sound air freight industry in the public interest."

SERVICES

(*Continued from Page 4*)

SAS

The Scandinavian airline's service from North American gateways to Europe are 100% pure jet, according to an announcement by Warren E. Kraemer, first vice president. DC-8s replaced SAS' DC-7C propeller-driven transports last month. North American points served by the airline are New York, Los Angeles, Anchorage and Montreal.

Kraemer
All-jet

SABENA

Winter schedule, starting December 17, will find the Belgian airline operating two all-cargo night flights per week between New York and Brussels. Service is via Manchester.

TWA

On or about November 1, TWA starts jet service from New York to Dhahran and Bombay.

TRANSPACIFIC

BOAC

The British air carrier has announced what it terms "the fastest flying schedules across the Pacific and pure jet service around the world." BOAC next month will inaugurate its Rolls-Royce-powered 707 jet services between San Francisco, Tokyo, and Hong Kong, replacing *Britannia* propjet equipment. At Tokyo and Hong Kong, the aircraft connect with *Comet 4c* jetliners.

JAL

November 2 is the kick-off date for Japan Air Lines' DC-8C jet service between Seattle and Tokyo. One day earlier, the carrier will open direct nonstop jet runs between Tokyo and Hong Kong. New flying time to the United States will be 9:20 hours; westbound from Seattle, 11:10 hours. Takeoffs from Seattle will be every Sunday and Thursday at 1 a.m.; from Tokyo, Wednesday and Saturday at 8 p.m.

EUROPE-AFRICA

ETHIOPIAN

Flight frequency between Europe and Africa has been stepped up to a daily basis. Roger E. Chase, Jr., general sales manager, announced that the daily services link Athens, Khartoum, Asmara, and Addis Ababa. As before, Ethiopian Airlines is providing three flights weekly in both directions between Addis Ababa and Frankfurt. Stops are at Athens, Cairo and Asmara. DC-6B equipment is operated.

Chase
More Service

SOUTH AFRICAN

Boeing 707 jets have been introduced on SAA's service between Johannesburg and London. The airline has scheduled four jet flights weekly.

UAT

It has been announced that air cargo services between France and Africa have been expanded to include operations between Paris, Tripoli and Fort Lamy. Flights between these points have been scheduled for Thursday. In addition, UAT operates seven passenger-cargo flights weekly between the French capital and Tripoli; the Sunday, Monday and Wednesday flights continue to Benghazi in conjunction with Libiavia Airlines.

INTRAEUROPE

BEA-SAS

British European Airways and Scandinavian Airlines System recently concluded a new commercial agreement on service between the United Kingdom and Scandinavian points. Effective November 1, it will be in force for five years. Purpose of the pact is to develop economical jet services between both areas.

BOOKS

A British jet training flight with a fused new-type nuclear bomb aboard finds itself faced with the problem of defusing it when the threat of imminent war dissolves. The bomb is balky; it won't defuse. And thereby hangs a taut, dramatic tale, skillfully plotted and written by Paul Stanton, an ex-RAF flyer and present-day BOAC captain. How Stanton's hero manages to save his plane (and, incidentally, a vast area, from devastation) makes for some exciting reading in **Village of Stars** (M. S. Mill Co. and William Morrow & Co.; 241 pages; $3.75).

If you have read or viewed Leonard Wibberly's *The Mouse That Roared*, it will be a grievous error to anticipate the author's latest novel as being in the same spoofing vein. For **The Hands of Cormac Joyce** (G. P. Putnam's Sons; 126 pages; $2.95) is in a far different mood; a grim, salty, beautifully written and constructed tale of an Irish family standing fast against the raging fury of the elements. There is rare power in this simply told story of courage.

Muriel Spark is a gifted young British novelist who has already produced three highly original books. Her fourth, **The Ballad of Peckham Rye** (J. B. Lippincott; 160 pages; $3.75) is a modern morality tale. The devil in the person of a young Scotsman turns up in Peckham Rye, a district of London—and there is the devil to pay before he departs abruptly for Africa. The writing is even colder than is customary with Miss Spark, but she is always diverting in her chilly way.

There is nothing chilly about Stanley Price, another young Britisher, who has produced a masterly satire in **Crusading For Kronk** (G. P. Putnam's Sons; 251 pages; $3.50). Cornell Grant, a graduate of Cornell, is sent to Europe by the Kronk Foundation to gather in notable writers for *Link*, a magazine to "do for the West culturally what NATO has done for it militarily." The characters he meets are memorable. This is a deep as well as a wildly funny book. Price should be watched; he is already an important writer.

Ann Bridge's *The Portuguese Escape* was well received, but even with the reappearance of Julia Probyn it is sad to report that her latest novel, **The Numbered Account** (McGraw-Hill Book Co.; 254 pages; $4.50), does not fare so well. A suspense yarn laid in Switzerland, the author has whipped together a familiar froth of Red agents, counter-agents, secret documents, a fortune in money, and a certain account in a Swiss bank. There's plenty of movement, but Miss Bridge saps the strength of her own story by substandard plotting. She is a superior writer—and there is occasional evidence of it in the book—but she does not do herself full justice in this one.

The year is 1953; the place, Vienna. An impulsive decision by an American career diplomat to bring a Czech refugee under his personal aegis sets off a chain of circumstances which have a near-devastating effect on the Public Affairs program in that country. John Lorraine, an experienced diplomat himself, has infused a rattling good suspense story with well-knit characters, authentic background, and a good deal of inside on the workings of the Foreign Service. In **Men of Career** (Crown Publishing Co.; 319 pages; $3.95) the reader will reap the double advantage of an entertaining novel and topical commentary.

Victor Canning knows his way around the adventure yarn. He keeps his characters varied, his situations fluid, and his story line leaping ahead to a smashing climax. In **The Burning Eye** (William Sloane Associates; 255 pages; $3.75), he dumps a heterogeneous group of shipwreck survivors into a Somali port, involves them in the crisscross of local political intrigue and tribal war, and brings them perilously close to extinction. Escape? Of course. But the way Canning dishes it out makes for grand excitement.

With **Enjoy! Enjoy!** (World Publishing Co.; 315 pages; $4.00), Harry Golden has established himself on a new height of Americana. A seemingly endless fount of common sense, Golden, in his third and best book, sprays the reader with his special brand of wisdom, and spikes the fool and fraud with unerring aim. As before, the genial philosopher also leans back to his early East Side days for ideas—aptly, provocatively, never without that kind of entertainment which makes you smile and think. Put Golden on your *must* list.

R. Rainbird Clarke's **East Anglia** (Frederick A. Praeger, Inc.; 240 pages; $6.50) is a notable addition to the publisher's excellent Ancient Peoples and Places Series. Once Britain's most densely populated province, East Anglia (now the counties of Norfolk and Suffolk) has been the rich repository of many important archaeological discoveries. *East Anglia* provides comprehensive information on the principal archaeological features of that region which "has a distinct pride in its varied ancestry." Clarke neatly bridges the Paleolithic Age and the Late Saxon Age, with a few paragraphs devoted to early medieval days. An absorbing work. Excellent photos and drawings.

Now in its 97th year, **The Statesmen's Year Book** (St. Martin's Press, Inc.; 1,677 pages; $9.50) has come out in its 1960-61 edition. Edited by S. H. Steinberg, it blankets the history and statistics of the states of the world. An authoritative and invaluable encyclopedia for men in government, economics, commerce and industry, and all those vitally concerned with current information about any or all countries. The volume is divided into four parts: international organizations; the British Commonwealth and Empire; the United States; and all the other countries of the world. *The Statesmen's Year Book* belongs in every library.

Highway and Airport Engineering, by Adrian R. Legault (Prentice-Hall, Inc.; 483 pages; $11.65) is a well-planned text for introductory courses in highway and airport engineering. Divided into two main parts, the first (and by far the most extensive) provides background knowledge of the subject. The second part sketches briefly the developments in other forms of cargo moving.

CONGRATULATIONS

UNITED STATES AIRLINES

Bonanza: James D. Jenks named district sales manager for the San Diego area.

Braniff: Charles E. Beard, president since 1954, presented with a pair of diamond-studded gold wings in celebration of his 25th year with the carrier . . . Lee Gonzalez promoted to manager in Mexico.

National: James R. Moseley appointed senior station manager at Idlewild. He served with another airline for five years before joining National in 1948.

TWA: Floyd W. Yeager heads the newly established Military Transportation Department as director . . . Joseph E. Durnin appointed manager of the department . . . John J. Corris named director of press relations on the system public relations staff . . . Larry Murphy moves from San Francisco to Chicago as Central Region public relations director . . . Robert Brady succeeds Murphy in San Francisco.

Northwest: R. J. Wright, 14 years' veteran of Northwest, appointed general sales manager . . . F. E. Coufal, Western Region sales manager, promoted to domestic sales manager headquartered in Minneapolis-St. Paul . . . Warren R. Leroy, Eastern Region sales manager in Chicago, appointed district sales manager in that city. He replaces Morley F. Emerson, appointed acting district sales manager in the Twin Cities . . . William A. Giesselmann, formerly assistant district operations manager at Anchorage, appointed station manager at Newark Airport . . . Francis M. Shipp becomes station manager at O'Hare Field, Chicago.

Top row: Wright, Northwest (left); Sheehan, Alitalia. *Bottom row:* Barrett, Ini (left); Francis, Qantas.

FOREIGN AIRLINES

Alitalia: Jerome P. Sheehan named district sales manager in the Hartford area.

Ini: John F. Barrett appointed U. S. manager. During his 14 years in airline operations, he has been associated with Pan American, Flying Tiger, U. S. Airlines and Riddle.

Air France: Robert Ormiston named cargo sales representative in the New York Metropolitan area.

Lufthansa: Ekkehard Kritzler joins as sales representative in Mexico City . . . Leopoldo Ortiz joins as cargo sales representative in the same city.

Qantas: Colin S. Francis comes from Sydney on his appointment as agency officer in North America, headquartered in San Francisco.

SAS: L. Robert Ciecciuch named agency and interline sales manager for North America and Northern Latin America. He will work out of New York.

JAL: Randall T. Holden, until recently serving the Japanese air carrier as district cargo sales manager in Chicago, promoted to cargo sales manager, Traffic & Sales, American Division. Prior to moving to the Windy City to take over his last post, Holden served JAL as Eastern regional cargo sales manager. He now returns to New York for his newest base of operations. Holden is a long-time veteran of transpacific air freight.

Left
Holden, JAL

Lower left
Tracy, Airborne

Below
Strauss, Allied

FORWARDERS—AGENTS

Airborne Freight Corp.: Edward P. Tracy named to the newly created position of military sales manager. Formerly director of the Air Freight Division of the Fifth Air Force during the Korean War, he will exercise his specialized knowledge as coordinator for military air freight handled by the forwarding firm.

Allied Air Freight: Leo Strauss, for many years associated with Peter A. Bernacki, Inc., as regional manager in New York, now with Allied as director of operations. Strauss, an air freight forwarding veteran, is well-known in traffic and word trade circles.

REA: Anthony F. Arpaia, vice president-international services and former member and past chairman of the Interstate Commerce Commission, honored with the Transportation Man of the Year award by the Delta Nu Alpha Transportation Fraternity . . . Robert J. Van Liew assumes the newly created position of director of sales-international services . . . Don W. Rogers named assistant to vice president-international services.

INDUSTRIAL TRAFFIC

Wesson Division, Hunt Foods and Industries: Leslie F. Decker, regional traffic manager in Bayonne, N. J., elevated to new distribution and warehousing duties in the general offices in New Orleans. Joseph A. Datri, chief rate analyst in New Orleans, replaces Decker in Bayonne as regional traffic manager.

S & M Co.: Karl Von Grossmann named traffic manager.

Buffalo Division, Westinghouse Electric Corp.: Wallace E. Wilson appointed superintendent of the shipping, receiving and transportation departments.

E. F. MacDonald Co.: Arthur P. Schmidt named traffic manager.

Milprint, Inc.: Edwin Zastrow appointed general traffic manager. He succeeds T. H. Lange, retired.

United States Gypsum Co.: Howard L. Frisbie named manager of the Western traffic department in Los Angeles. Walter A. Wise, who held that post for 13 years, appointed traffic representative.

J. C. Penney Co.: Horace A. Rice named general traffic manager. Elmer G. Twist, who formerly held the position, has retired after 36 years with the company.

General Foods Corp.: J. Harold Wright appointed manager of transportation development in the traffic department in White Plains, N. Y. The following appointments have also been made: Robert E. Fox, manager of traffic services; E. J. Donnelly, assistant manager of traffic services; Jack Carter, manager of motor transportation; Joseph Nemeth, assistant manager of motor transportation; John W. Gilius, manager of rail transportation; Leonard V. Simms, assistant to the director of traffic; and Ray Pressimone, traffic supervisor.

Bliss & Laughlin, Inc.: James A. Richards named traffic manager.

Phosphorus Division, Hooker Chemical Corp.: Robert G. Thorn appointed traffic manager.

Aldens, Inc.: Donald E. Behrens joins as retail and catalog sales store traffic manager.

Lion Oil Co. Division, Monsanto Chemical Co.: Tyrus C. Stewart named traffic manager.

Swift & Co.: W. H. Rudge appointed traffic manager.

Stauffer Chemical Co.: George E. Strange named Southwestern traffic manager.

Minnesota & Ontario Paper Co.: C. D. Cooper succeeds the retired Franklin E. Hufford as general traffic manager.

Virginia-Carolina Chemical Corp.: J. Langhorne Tompkins named general traffic manager.

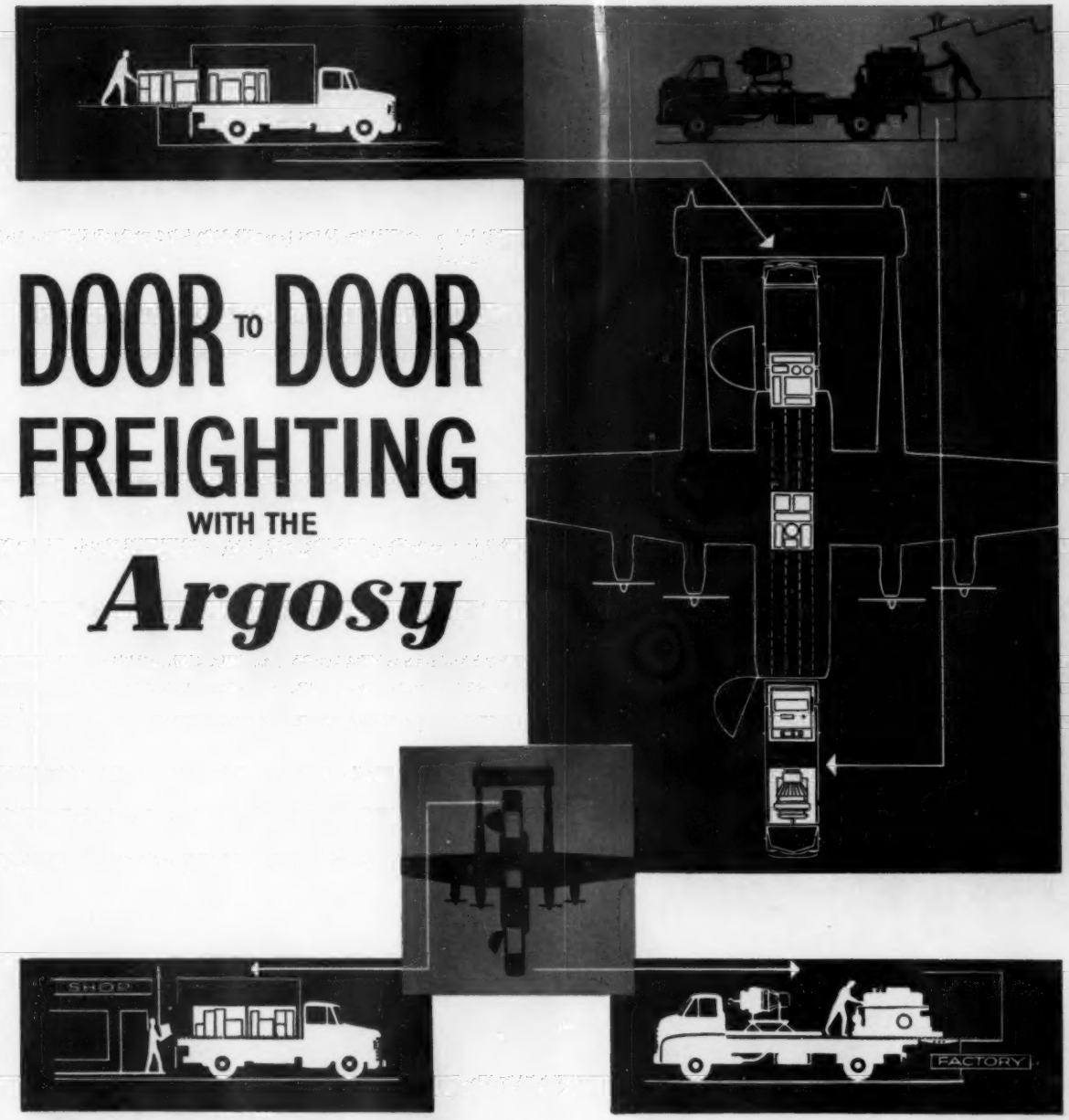
Koppers Co., Inc.: Richard E. Spatz named assistant manager of the traffic and transportation department.

New Jersey Zinc Co.: Howard E. Olson appointed assistant manager of transportation.

Liberty-Pac International Corp.: Robert E. Kurtz made general traffic manager.

GOVERNMENT

Civil Aeronautics Board: Mrs. Grace M. Biermann appointed chief of public information. A veteran of 16 years in CAB's information office, Mrs. Biermann also serves as treasurer of the Women's National Press Club.



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A complete turnround at the airport takes only 20 minutes, including refuelling.

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No special handling technique is required—lifting trucks and cranes can thus be completely dispensed with.

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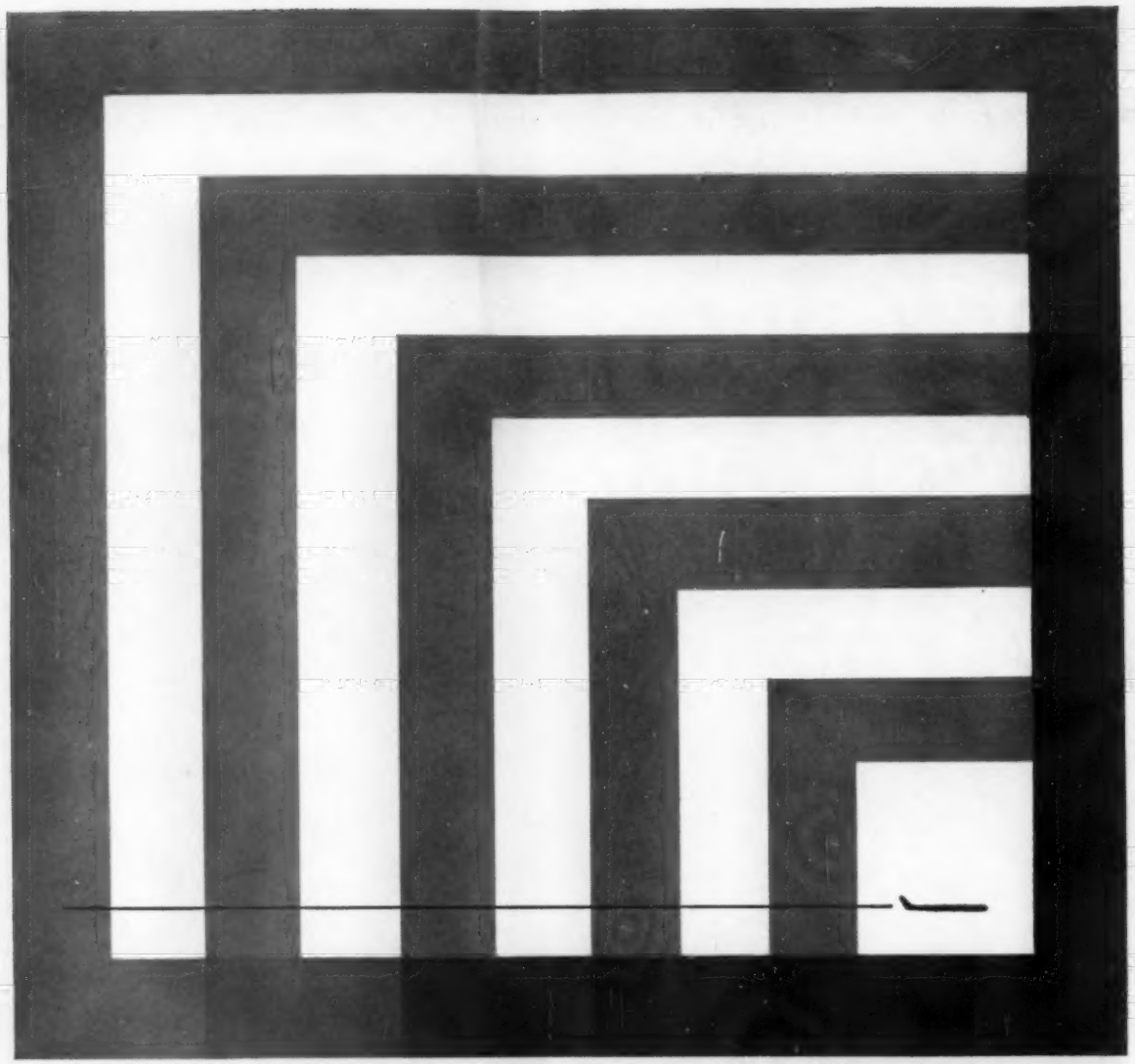

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